

# THE ANNALIST

**A Magazine of Finance, Commerce and Economics**

Vol. 4, No. 79

NEW YORK, MONDAY, JULY 20, 1914

Ten Cents

## **SOME THINGS MR. MELLEN DID NOT TELL THE COMMERCE COMMISSION**

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**A Special Circular**  
describing a number of  
**Very Attractive Investments**

including several Public Utility bonds  
which offer unusual inducements, will be  
sent to those who ask for circular No. 32

**Hodenpyl, Hardy & Co.**

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**REAL ESTATE PROFITS**

SUMMARY OF 18 YEARS' BUSINESS:

Received for Stock and Bonds Sold.....\$4,319,241.34  
Repaid on Stock and Bonds..... 2,692,648.12

Difference.....\$1,626,593.22  
Net Resources for Stock and Bonds..... 3,197,624.71

Difference—Profits.....\$1,571,031.49

Stockholders have received dividends averaging over 8% per annum,  
and the surplus now amounts to 74% on the capital obligations. The  
security to bondholders is now over \$5 for each \$1 of bonds.

Detailed statement of certified public accountant sent on request for Circular 1500T.

**NEW YORK REALTY OWNERS**

299 MADISON AVENUE, New York.

**St. Louis & San Francisco Railroad Co.**

To Holders of 4% Refunding Mortgage Gold Bonds

Due July 1, 1951:

As stated in the Committee's Circular, dated June 23, 1914, the Re-  
ceivers have informed the Committee that the earnings of the properties  
were more than sufficient to pay interest on the Refunding Bonds, but  
that the same were used for the physical rehabilitation of the property,  
the payment of car trusts, and for other capital expenditures. In conse-  
quence no funds were available to pay the interest due July 1, 1914, on  
the Refunding Bonds, and when the Court refused to issue Receivers'  
certificates to provide for this interest, default naturally followed.

The Committee now announces that a majority of the bonds have  
been deposited under the Deposit Agreement dated June 20, 1914, that  
the Certificates of Deposit of THE CENTRAL TRUST COMPANY OF  
NEW YORK have been listed on the New York Stock Exchange, and that  
the Trustee under the Refunding Mortgage has filed a bill to foreclose  
the same.

For the present, holders may continue to deposit their bonds, but the  
Committee desires to make clear to bondholders that have not yet de-  
posited that it is acting solely for the deposited bonds, and that it reserves  
the right at any time without further notice to refuse further deposits.

Dated, New York, July 16, 1914.

**FREDERICK STRAUSS, Chairman.**  
Of J. & W. Seligman & Company.

**J. N. WALLACE,**  
President, Central Trust Co. of New York.

**ALEXANDER J. HEMPHILL,**  
President, Guaranty Trust Co. of New York.

**EDWIN G. MERRILL,**  
President, Union Trust Co. of New York.

**HARRY BRONNER,**  
Of Hallgarten & Company.

**C. W. COX,**  
Of Robert Winthrop & Company.

**BRECKINRIDGE JONES,**  
President, Mississippi Valley Trust Co., St. Louis.

**JOLINE LARKIN & RATHBONE, Counsel.**

**CHARLES E. SIGLER, Secretary.**  
54 Wall Street, New York City.

Committee.

**THE CORN EXCHANGE BANK**

Organized 1853

Main Office, William and Beaver Streets

THIRTY-FOUR BRANCHES

Statement of Condition

At the Close of Business June 30, 1914

Amount Due Depositors..... \$ 94,930,020.50

To Meet These Deposits We Have:

Cash in Vaults..... \$ 21,402,301.25

Exchanges & Cash Items 10,264,794.70

Due from Banks..... 3,511,792.95

Demand Loans on Col-

lateral..... 15,204,615.00

Time Loans and Invest-

ments..... 54,962,507.82

105,346,011.72

Leaving Capital and Surplus of..... \$ 10,415,991.22

WILLIAM A. NASH, Chairman of the Board

WALTER E. FREW, Pres't

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respondence, and men, and is used to re-  
sponsibility; a personal interview cannot  
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dentials furnished. Address X 236 Annalist.

TO THE HOLDERS OF

**The Missouri Pacific Railway Company**

Forty-Year Four Per Cent. Gold Loan Bonds of 1905:

At the request of holders of large amounts of the bonds of the above issue  
who believe that the present situation with respect to the affairs of The Missouri  
Pacific Railway Company makes desirable the formation of a committee to act  
for the protection of the interests of the holders of such bonds, the undersigned  
have consented to act as such committee and are prepared to take such steps as  
they may deem advisable to that end.

The bondholders are not at this time asked to deposit their bonds, but they  
are requested forthwith to file with the Secretary at the address below, their names,  
addresses and amounts of their holdings.

New York, July 15, 1914.

**BENJ. STRONG, JR., Chairman,**  
**ROBERT de BAUER (Brussels),**  
**OTTO H. KAHN,**  
**JOHN W. KLATTEN,**  
**W. H. WILLIAMS.**

**B. W. JONES, Secretary,**  
16 Wall Street, New York City.  
**WHITE & CASE, Counsel.**

TO THE HOLDERS OF

First and Refunding Mortgage Gold Five Per Cent. Bonds of

**The Missouri Pacific Railway Co.**

At the request of owners of large amounts of the above bonds, the undersigned  
have constituted themselves a Protective Committee to take such steps as it may  
deem necessary. The Committee will carefully watch the situation in the interest  
of the bondholders, and requests bondholders to send to it their names, addresses,  
and the amounts of their holdings.

New York, July 15, 1914.

**ALEXANDER J. HEMPHILL, Chairman**  
**ROBERT FLEMING (London)**  
**DONALD G. GEDDES**  
**JEROME J. HANAUER**  
**ALVIN W. KRECH**  
**C. E. TER MEULEN (Amsterdam)**

**LEWIS B. FRANKLIN, Secretary,** 140 Broadway, New York City.  
**CRAVATH & HENDERSON, Counsel.**

TO THE HOLDERS OF

**THE MISSOURI PACIFIC RAILWAY COMPANY**

Three-Year 5% Secured Gold Notes

(EXTENDED AT 6% TO JUNE 1st, 1915)

In view of the formation of Committees to represent holders  
of certain securities of The Missouri Pacific Railway Company,  
the undersigned have consented to act as a Committee for the  
sole purpose of protecting the above Noteholders. The Com-  
mittee does not now deem deposit of the Notes necessary, but if  
for any reason the Committee should consider it advisable to ask  
for the deposit of the Notes, due announcement will be made.

New York, July 16, 1914.

**EDWIN G. MERRILL, Chairman.**  
President, Union Trust Company of New York.

**STEPHEN BAKER,**  
President, Bank of Manhattan Co.

**HOWARD BAYNE,**  
Vice-Pres't, Columbia-Kriegerbecker Trust Co.

**LOUIS V. BRIGHT,**  
President, Lawyers Title Insurance & Trust Co.

**A. B. HEPBURN,**  
Chairman of the Board of Directors, Chase National Bank

**HENRY RUHLENDER,**  
Speyer & Co.

**E. K. BOISOT,**  
Vice-Pres't, First National Bank, Chicago, Ill.

**SPOONER & COTTON,**  
Counsel  
**HENRY M. POFFAM, Secretary,**  
80 Broadway, New York.

TO STOCKHOLDERS OF

**The Missouri Pacific Railway Company**

In view of the formation of committees representing bonds of the above  
company, the undersigned have constituted themselves a committee for the  
protection of the holders of stock. It is not deemed necessary to call for de-  
posits at this time, but the Committee, while awaiting further developments,  
requests stockholders to furnish it with their names, addresses and the amount  
of their holdings.

Dated, New York, July 15, 1914.

**J. N. WALLACE, Chairman**  
**J. HORACE HARDING,**  
**FREDERICK STRAUSS,**  
**ALBERT H. WIGGIN,**  
**ROBERT WINSOR,**

Committee

**JOLINE LARKIN & RATHBONE, Counsel.**

**C. E. SIGLER, Secretary,**  
64 Wall Street, New York City.

GENERAL MANAGER: sixteen years' busi-  
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and practicing public accountant; broad-  
gauge man of highest ability and unim-  
peachable character; bend if desired. Ad-  
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a position where ability and effort warrant  
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NEW YORK, MONDAY, JULY 20, 1914

NEITHER the New Haven report, the adverse rumors concerning the coming freight rate decision, nor the upset in prices on the Stock Exchange prevented last week the normal working of the forces which have their origin in the bounty with which nature is this year yielding us wealth from the ground and which will find reflection later on in the turning of the tide of international trade strongly in favor of the United States. The large outward movement of grain already under way is only a harbinger of the much heavier shipments which are counted on as a result of our own abundant crops and of the practical certainty that the foreign demand will be exceptionally large. Europe already is engaged at the task of paying for the products of the soil which she will have to take with such a free hand this year. All last week sterling exchange declined in response to the drawing of bills by our bankers against credits which will eventually be covered by our exports of farm products. It is not to Wall Street that one must turn these days for a clear reflection of the dominant forces in the business world.

AFTER long waiting it is practically assured that the Commerce Commission's decision in the Eastern freight rate case will be handed down this week. Very definite forecast of the scope of the decision has come from Washington in advance of the decision itself. The railroads, according to the preliminary outline of the decision, are to be allowed no increase in commodity rates and only a relatively small increase—considerably less than the 5 per cent. asked for—in class rates. The probable yield of the increases which it is understood the commission has decided to allow is placed at \$16,000,000, and for the rest the roads are admonished to effect economies through the discontinuance of allowances to industrial lines, through more careful purchasing of supplies and through greater efficiency in management. This is one-third realization and two-thirds promise, but the final outcome may yet be satisfactory. The railroads had counted on obtaining rate increases to yield about \$50,000,000. That at least is what they asked for. The possible savings by the means suggested by the commission are estimated at \$25,000,000. If the estimate holds true the railroads will profit to a total of \$41,000,000, and that would not be so very far short of what they sought.

IT seems that the railroads are to be rebuked by the commission for what it believes to have been an organized effort on the part of the carriers to create public sentiment favorable to the 5 per cent. in-

crease in rates. Inasmuch as the railroads acted in the matter openly through a committee which included the Presidents of some of the leading systems the effort to get the increase, it cannot be doubted, was an organized one. And presumably the attempt to convince the public that the increase was justified was also organized. Should the railroads not have discussed their case in public? If improper means were employed to influence public sentiment the railroads' offense was a serious one, but if the mere effort of the railroads to convince the public of the soundness of their contentions is the thing complained of, wherein lay the crime? The Commerce Commission was hearing the public's side of the case, and why should not the railroads attempt to convince the public that higher rates were needed?

WHEN a railroad wage dispute affects the roads of half the country and involves most of the employees whose work is essential to the operation of the railways, any other than an amicable settlement is practically out of the question. The public cannot afford to see wage disputes under such conditions carried to the length of a cessation of work, and its influence, which in the end is controlling, would be thrown in favor of the side that offered acceptable means of ending the dispute without resort to the extreme. It was practically impossible for the Western engineers and trainmen to refuse the good offices of the Federal Board of Mediation after the railroads had appealed to that board. There is at issue the operation of 140,000 miles of road. Wage disputes become public questions when they affect commerce on any such scale as that.

EVEN the unfortunate multiplicity of Estate laws supplies no reasonable explanation of the fact that the corporate existence of the New Haven Railroad System and of its many adjuncts was vested in 336 distinct corporations. There could hardly be any good reason for New Haven's possession of as many charters as that. The Commerce Commission was moved to remark on this point that some one high in the New Haven's councils seemed to have had a veritable obsession for indirection. The division of the activities of one business organization among 336 corporations is evidently more conducive to indirection than it is to that simplicity which is essential to the effective application of salutary publicity to the affairs of corporations. There may be practical difficulties in the way of attaining the ideal of a single corporation for a single enterprise, but much more would be gained than lost if corporations were barred from doing indirectly what they cannot do, and it might even be added what they do not care to do, directly.

ACKNOWLEDGMENT of the force of publicity as a check on corporations is implied in the resort of the former New Haven management to so many methods of indirection. A certain number of these companies seem to have been organized principally, if not solely, to cover up the New Haven's interest in certain transactions. Much that is complained of in the New Haven's affairs, and much that has brought loss on the company's security holders, would have been difficult, if not impossible, of accomplishment if direct methods alone had been permitted. That might have limited the company's activities, it is true, but, in the light of what has transpired, who will doubt that some limi-

tation of the sort would have been most wholesome?

MUCH has been said about the value of publicity in the regulation of corporations, but that simple expedient has not yet been availed of to anything like the full extent of its usefulness as a means of regulating corporations, not only in the interest of the public, but in the interest of their stockholders. Up to the point at which publicity would disclose business transactions before they were accomplished and thus, perhaps, prevent their accomplishment at all, publicity ought to be rigidly enforced. And the sooner publicity is given to corporate acts the better.

THE art of defining things is a rare gift. Not seldom a definition fails in its very essence in that it makes a thing no clearer than it was before. Some of the attempted definitions of the Sherman law seem to fall short of their object in this very respect. There was made public last week the latest form which it is proposed to give to several sections of the Clayton bill which is now being considered by the Senate Committee on the Judiciary. Section 2 of that bill it is proposed to couch in these terms:

That it shall be unlawful for any person engaged in commerce either directly or indirectly to discriminate in price between purchasers of commodities, which commodities are sold for use, consumption, or resale within the United States or any Territory thereof, in the District of Columbia or any insular possession or other place under the jurisdiction of the United States, with the purpose or intent thereby to destroy or wrongfully injure the business of a competitor of either such purchaser or seller, provided that nothing herein contained shall prevent discrimination in price between purchasers of commodities on account of differences in the grade, quality, or quantity of the commodity sold, or that makes only due allowance for difference in the cost of selling or transportation or discrimination in price in the same or different communities made in good faith to meet competition and not intended to create monopoly; and

Provided, further, that nothing herein contained shall prevent persons engaged in selling goods, wares, or merchandise in commerce from selecting their own customers in bona fide transactions and not in restraint of trade.

The layman at least will have very little doubt that the acts which this section would make illegal are already illegal under the Sherman law, which among its other broad provisions contains one which prohibits monopoly or any attempt at monopoly in any part of the trade or commerce subject to the jurisdiction of the Federal Government. If acts which it is proposed to forbid are already forbidden, why forbid again?

THE potential industry of the Interstate Commerce Commission is inexhaustible. The commission itself seems little loath ever to have new duties imposed upon it, and Congress is clearly of the opinion that the commission's work is never so great that it cannot be increased still more. To many it has long seemed that the Commerce Board already had more than it could do. Evidently the Senate Committee does not take the same view. It proposed last week to add another section to the Clayton bill giving authority to the Commerce Commission to enforce compliance with several sections of the proposed law so far as they apply to common carriers. Under the provisions of this section the commission, whenever it had any reason to suspect that the law was being violated by a common carrier, would have to hale the suspected party before it, hold a hearing, and, if it found cause, issue an order, for the enforcement of which the commission could if need be appeal to the courts. If the work is thus endlessly to be increased, how long will the future problems of railroad regulation await decision?

# Genesis of New Haven Report

By The Onlooker

**D**URING Charles S. Mellen's exciting career as a witness immune before the Interstate Commerce Commission in the recent New York, New Haven & Hartford Railroad investigation at Washington the commission's counsel, Joseph W. Folk, was a frequent caller at Mr. Mellen's rooms in the Shoreham Hotel. He was, in fact, the only caller outside of a few personal friends, and his repeated visits aroused curiosity. At last one of Mr. Mellen's acquaintances asked him what it was all about—what Folk came to talk over with him. He smiled cynically. It was almost incredible. The counsel of the Interstate Commerce Commission, whose knowledge of New Haven Railroad affairs was less than that of the Park Row journalist who openly coached him, came evenings to his chief witness, not to learn anything about the case, not to get light on obscure episodes, such as the Billard transaction, and not even to fish for clues, but to solicit the former President of the New York, New Haven & Hartford Railroad to employ vivid and picturesque language in his testimony on the morrow, for purposes of newspaper headlines.

It is necessary to know this in order to understand the spirit in which the inquiry was conducted, the feeling with which the report was written, and the impudent remarks of Mr. Mellen on the publication of the report, that it was intended to be a political document. What else could he suppose it to be? He knew better than anybody else how much information the commission's counsel had failed to draw from his witnesses, especially from himself, Mellen, and that this failure was owing partly to incompetency and partly to the fact that Mr. Folk was more intent upon making himself great through newspaper headlines than upon contributing an important record to the literature of the railroad problem of his time.

On leaving the stand the last day Mr. Mellen could not restrain the remark to an acquaintance that he was going back home with about two-thirds of his information intact. The commission's counsel had not known how to get it.

Mr. Folk had no understanding of accounting himself, and had neither the industry to master its perplexities nor the wit to provide himself with experts big enough for the job. For instance, there was the notorious Billard transaction. Several days after Billard himself had been on the stand, and had succeeded in leaving the subject as bedimmed as it was before, a New York journalist arrived to hear the Mellen testimony first hand. He spent his leisure time going over the Billard testimony. In the official stenographer's record he found references to certain financial exhibits marked, "Billard A, B, C, D, E, and F," which had not been copied into the record. He first applied for them to Billard's personal counsel, who was staying over, but his

only copy of the exhibits was in New England. Next the journalist applied to Mr. Folk, who stared at him blankly; he did not know anything about them. His attention was called to the reference in the record at the place where the exhibits were offered in evidence and marked, "Billard Exhibits A, B, C, D, E, and F." He shook his head. Possibly the accountants knew. Ask them. The accountants, too, had forgotten them. By the record it was clear that such exhibits did exist, but nobody knew where to look for them. A search was insisted upon, and after half an hour the exhibits were found in the bottom of a clothes basket full of other papers and documents. The journalist copied them off and then tried to analyze them. They did not analyze, that is, the figures did not balance, as any capable accountant must have been able to see upon five minutes' study, but Billard had been allowed to stand on them, as they were, and to leave a hopeless record of the transactions carried on in his name by the New Haven Railroad. A competent accountant ought to have been able to take those figures, start at the beginning and force either Mr. Billard or Mr. Mellen step by step into a corner out of which either the truth or the bald refusal of it had been bound to come.

"What would you have done," the journalist asked Mr. Mellen, "if a man who knew accounting had forced you through those figures to the point of the ultimate question?"

"I would have been obliged to tell things I did not tell," he said. "I was not there to volunteer information they did not know how to get."

And so it stands in the record and in the conclusions of the Interstate Commerce Commission that John L. Billard retained more than \$2,700,000 in a transaction in which he represented the New Haven Railroad, and in which he invested not a dollar of his own. That is not true. That was the apparent difference in the par value of securities, but the actual value of what Mr. Billard came off with, clear and free, was probably under \$1,500,000. It was after Mr. Mellen retired, and through a trade with the new management, that he got a final profit at all. The investigators did not go into that; they probably did not know how. It may be said that \$1,500,000 was as preposterous as \$2,700,000; but the point is that the Interstate Commerce Commission failed to get the truth, and, failing, let it go at that.

The state of feeling about the New Haven is so immoderately partisan that a critical attitude is very rare and likely to be misunderstood. It is difficult, for instance, to criticize this report of the Interstate Commerce Commission without laying one's self open to the suspicion of intending in some subtle or indirect manner to defend those responsible for the dismal collapse of the New Haven's credit. But the criticism it deserves is not that it calls people harsh names and alleges great crimes, but that it positively does nothing whatever besides. It is such a document as almost any financial writer, with immunity from the laws of criminal libel, might have written in a week, at a charge so modest that the Senate could afford to command his services regularly. Nothing is alleged that had not been alleged before; little is known that was not known

before, and nothing is proved at all. Nobody will ever be sent to jail for anything the inquiry has disclosed, because no criminal act has been fastened upon any individual.

By adding a lot of figures together the estimate was reached that between \$60,000,000 and \$90,000,000 of stockholders' money was lost through maladministration, and yet, when it comes to the probability of recovering any of this, the guess was ventured that suits might lie for the recovery of possibly \$5,000,000, and this included the \$2,700,000 supposed to have been retained by John L. Billard, which was not.

In the suit brought last week on behalf of minority stockholders against the New Haven Directors the losses are estimated at \$102,000,000, and the sum sought to be gained by the action is \$102,000,000 multiplied by 3, or \$306,000,000, because the anti-trust law allows triple damages. If it succeeded that would be very profitable litigation. But the stockholders will have to make their own case.

The commission refers to the iniquity of the Westchester deal. Iniquitous it may have been, and very probably was, for nobody has risen to defend it, and Mr. Mellen himself passionately denounces it; but this is a grievance of the stockholders who lost the money, and not of the public at all. Whatever it cost and however iniquitous it was, the public has the Westchester road today and is riding on it to and fro. Suppose it had turned out differently; suppose it had been a profitable venture. Would the stockholders have any grievances, and would the Interstate Commerce Commission be indignant? If it is the stockholders the Interstate Commerce Commission is interested in, then it must be admitted that they were as indifferent as any of the silent and passive Directors; they sent their proxies year after year and cared not a fig for the ethics of the Mellen policy so long as they got their dividends. Probably, in twenty years, the New York, Westchester & Boston will be so valuable that the public will have to consider how to limit its profits. There was once a man who thought anthracite coal would become in time the most valuable asset a railroad could have. He was President of the Reading Railroad, and he loaded it down with coal lands until it was unable to carry the burden any longer and went bankrupt. He was denounced by all his stockholders. But he was long-sighted. He was right in theory, and for the last ten years the Government has been struggling with the problem of how to limit the profits of the Reading from coal.

That is the other side of it. It is stated here for two reasons. One is that it is not likely to be stated anywhere else. The other is that nowhere in the report of the Interstate Commerce Commission on the mismanagement of the New York, New Haven & Hartford is there the symptom of an admission that any part of the company's misfortunes may be owing to wrong judgment instead of dishonesty. And yet bad judgment was a very important factor in the case.

Passing from the iniquity of the Westchester transaction, without being able to bring the responsibility any closer to individuals than it was before, the report specifies the "double price paid for the Rhode Island trolleys," and "the recklessness in the purchase of Connecticut and Massachusetts trolleys at prices exorbitantly in excess of their market value."

A "double price" is a very vague thing. A price "exorbitantly in excess of market



value" is more vague still. The price of a thing is what you have to pay for it. The market price of a thing is the current price of a few shares, from day to day, which is very different from the price at which you would be able to buy control. It has been admitted that the New Haven's purchase of trolleys was very costly, because they were bought, as everybody knew, to perfect a monopoly, so that sellers were able to exact fancy prices. The question is not in any of that. To justify the impressions which are produced upon the average reader by the adjectives employed in the commission report it ought to have been proved that the prices, beyond being "double" or "exorbitant," were fraudulent prices. That it did not prove. That it did not even attempt to prove.

In its enthusiasm to allocate the blame the commission said: "The downward movement of Boston & Maine stock did not begin until the Mellen-Morgan-Rockefeller management was forced upon it. Their great names proved to be of no reliance to investors. The management of the Boston & Maine was unwise. It began in illegality and in lust for extended monopoly, and has resulted in great depreciation and serious impairment of credit."

And then, in the appendix of the report, is reprinted a letter written by Charles F. Choate, a New Haven Director, to Mr. Mellen in 1907, before the New Haven had acquired the Boston & Maine, as follows:

I have been greatly troubled by the rumors of your dealings with Boston & Maine Railroad Company. I have little faith in that company and cannot think it is fairly earning the 7 per cent. dividend. I don't wonder the parties owning large blocks want to sell, but I think it is a great mistake for the New Haven to buy it at any price. The current rumor that you have bought has hurt you and the company very much, indeed.

That was the truth, as many people knew. The Boston & Maine was greatly run down and was not earning its 7 per cent. dividend when the New Haven Railroad took it over. In 1901 it had sold at \$209. In 1893 it had paid 8 per cent.

It did not escape notice at the hearings before the commission that testimony likely to involve great political personages of the past was not encouraged. This at first thought seems to raise an improbable suspicion, as the political personages whose hands almost showed through were Republicans, whereas the investigation was in politics Democratic, but the refinements of these matters are sometimes far beyond the knowing of lay persons. For example, one line of questions was checked just in time to prevent the disclosure that some of the tainted money had been contributed to a Democratic fund in a recent national campaign.

It is probably as easy to be money honest as to be politically honest.

The New Haven story, first to last, is as sordid as any that has been developed in the last generation of railroad finance, but one has to think hard to be able to decide which is the more prominent therein—financial or political dishonesty. Not the least important of the lessons to be learned from New Haven is that monopoly of transportation in private hands, if feasible and desirable on every other count, would yet be both impracticable and undesirable owing to the double temptation of corruption—the temptation of the impatient monopolist to corrupt politicians and the temptation of the politicians to corrupt the monopolist.

*Onlooker*

### Cities and States Are Issuing More Bonds Than Ever Before, but at Declining Cost, Investors Favoring Issues Which Are Backed by the Taxing Power

IT is as true in finance as in the ordinary affairs of life that it is an ill wind that blows nobody good. For some time past municipalities all over the country have had this fact brought home to them through their enjoyment of a better market for their bonds than they had had in years. The ill wind in this case represented no single influence, but a combination of influences which gave added value to municipal bonds in the eyes of investors.

The imposition of the income tax had a share in it; the broadening of governmental regulation of the railroads and specifically the long delay in the rate case played their part and the depression in business which brought decreased earnings and lessened the margin of safety for the holders of corporation securities contributed to the same result.

#### DOWN TO 4 PER CENT.

The output of State and municipal issues has increased and the yield has worked closer and closer to 4 per cent. In a few exceptional cases city bonds have been purchased by bankers as low as an even 4 per cent. basis and distributed to investors at a less yield than that. Had it not been for the very unusual demand for securities of this class the large increase in the amount of such issues would have carried prices down and increased the yield to investors. The opposite of that has happened.

Just how rapidly and how far the decline in the cost to municipalities of the money they have borrowed has gone is shown below in the average yield of ten municipal bonds at the first of the month for each month since last July. The cities included are New York, Albany, Buffalo, Boston, Philadelphia,

Detroit, Chicago, Milwaukee, Minneapolis, and Seattle:

1914.	Yield.	1913.	Yield.
July .....	4.08	December .....	4.23
June .....	4.12	November .....	4.27
May .....	4.13	October .....	4.40
April .....	4.13	September .....	4.42
March .....	4.16	August .....	4.46
February .....	4.22	July .....	4.32
January .....	4.24		

The output of State and municipal issues in recent months has exceeded all previous records. In January last they amounted to 39 per cent. of the total output of all securities, an exceptionally high proportion. The municipal issues of the past twelve months are compared below with the total for railroad and industrial issues.

#### SECURITY OUTPUT

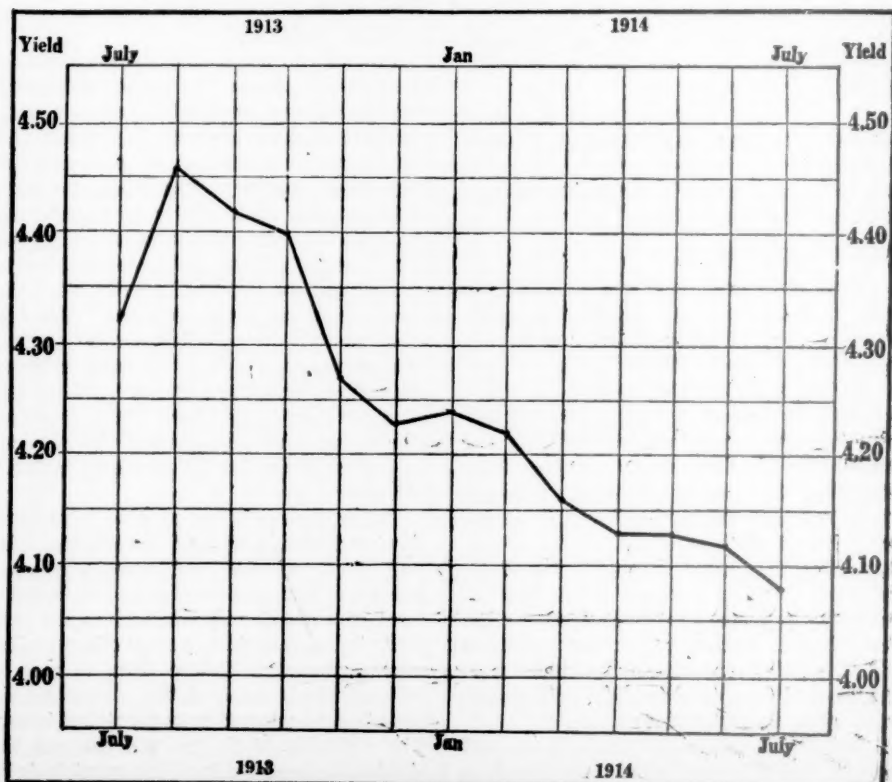
The figures used are The Financial Chronicle's record of municipal and State issues and The Journal of Commerce's compilation of railroad and industrial issues:

	State and Municipal Issues.	Railroad and Industrial Issues.	Total of All Issues.
1913.			
July ..	\$20,565,442	\$99,275,200	\$119,840,642
Aug. ..	18,460,897	71,946,000	90,406,897
Sept. ..	24,974,251	78,774,000	103,748,251
Oct. ..	33,351,444	108,560,700	141,912,144
Nov. ..	27,473,787	87,027,000	114,500,787
Dec. ..	43,307,917	73,149,400	116,457,317
1914.			
Jan. ..	82,028,197	130,203,300	212,231,497
Feb. ..	34,606,894	176,113,200	210,720,094
Mar. ..	42,369,335	133,185,000	175,554,335
Apr. ..	100,025,414	292,342,000	392,367,414
May ..	30,990,548	162,606,300	193,596,848
June ..	52,224,528	187,751,000	239,975,528

Total. \$510,378,654 \$1,600,933,100 \$2,111,311,754

Municipalities are not dependent for their credit upon the state of trade. The power to tax is an even more persistent quantity than the desire for profits and is not lessened immediately or directly by the things which temporarily reduce trading or manufacturing profits. The less attractive business securities may be for any such reason the more attractive become the se-

### The Decline in Municipal Bond Yields



curities backed by the power of taxation. But this is the least rather than the most potent of the influences which go to explain the wonderful vogue which municipal bonds have lately enjoyed.

Why the income tax, which while exempting municipal bonds from tax imposes a burden on corporation securities which amounts to but a relatively small part of the difference in annual yield between a railroad bond and a municipal bond, should have created a largely increased demand for municipals is not readily explained as a mere financial problem. We have to call on the traits of human nature to find the explanation. There are a great many investors—the experience of bond dealers since the income tax was imposed leaves no doubt of this—who willingly forego a higher yield on their investment for the sake of escaping the necessity of reporting their income to the Internal Revenue Collector.

#### INCOME TAX PHASE

So far as the income tax has played a part in the matter this desire of the investor for secrecy has had much more to do with the bidding up of municipal bonds than has any saving which has been effected through the fact that these bonds are free of tax. The saving is in fact much smaller than it seems on first thought. The normal income tax is but 1 per cent. and in the comparison with railroad bonds upon which the normal tax is paid by the company, and in most cases this is the case, there is no saving for any investor whose income falls short of \$20,000 a year. And even at the maximum supertax of 6 per cent. the difference in favor of the untaxed municipal bond is about one-quarter of 1 per cent. a year.

That is much less than the difference at present and at recently prevailing prices between the yields on municipals and on railroad bonds of grades which in ordinary times investors buy freely and confidently. There is less than that difference between the present average yield of municipal bonds and of high-grade, seasoned first mortgage railroad bonds, but practically no roads, it may be said, have bonds of that grade available for current financing. And so the fact that investors have favored municipal bonds, the interest on which they do not have to report in their income statement, over railroad bonds, the interest on which they have to report even though the normal tax be paid by the company, has set up an additional obstacle in the path of railroad financing.

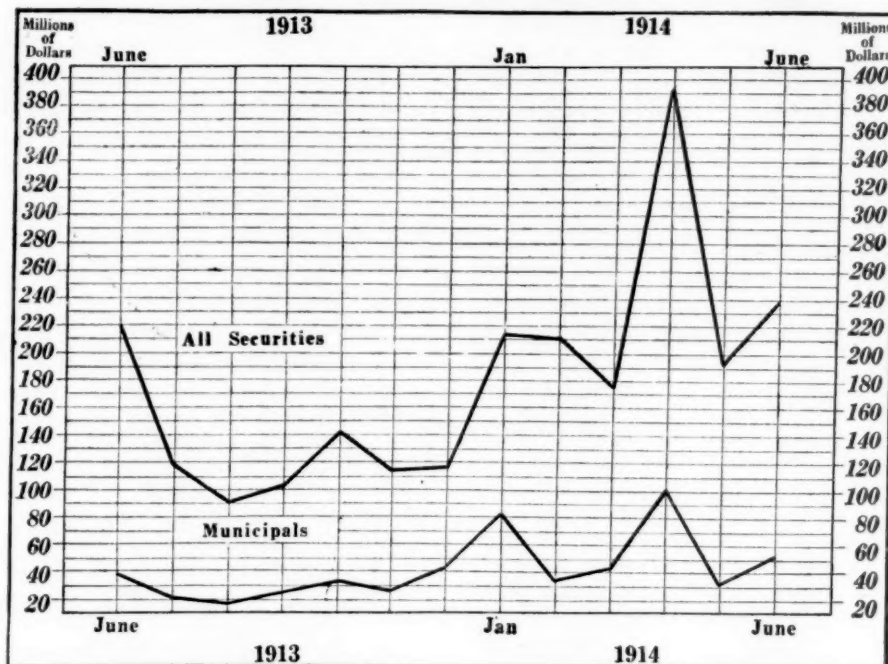
In itself that obstacle would not, perhaps, amount to a very great deal, but added to other adverse factors in the financing of railroad requirements it has made the task additionally uncomfortable.

#### THE CHIEF CAUSE

What is the other, and it may be said the chief, reason for the preference given to public securities? Many believe it to be just this: That the Government has in one way or another in effect taken over the management of the railroads, but without in any way assuming financial responsibility for them, and investors prefer to place their capital in undertakings in which management and financial responsibility lie in the same hands. It does so lie in the case of municipal obligations. From the bondholder's point of view management is less important there than in corporations, for the municipality has the practically unlimited resources of the taxing power to make good its obligations despite possible mismanagement of its business affairs.

But the Government stands in no such way behind the securities of the railroads in

## Growing Municipal Borrowing



whose case a less pleasant alternative is offered in the event of improvident supervision which partakes very largely of the characteristics of improvident management. Herein, many bankers and railroad men believe, lies the real explanation or at least the chief explanation of the recent recourse of investors to municipal bonds for the investment of their capital.

There are still other reasons which are of importance in creating the situation which finds reflection in the steadily declining curve of the yield on municipal bonds, some of which apply more to investment institutions than to individual investors. Many savings banks have bought more than their usual proportion of municipal bonds, and in explanation of this say that they have had difficulty in obtaining satisfactory mortgages, owing to the let-up in new building construction. But with savings banks as with individuals the uncertainty of the position of the railroads to which some conspicuous failures of management have materially added accounts for much of the preference given to municipals.

#### MARGIN NEEDED

One of the points most emphasized in the railroads' appeal for higher rates was that the railroads needed to be allowed earnings sufficient to cover their charges and leave a margin great enough to sustain the borrowing capacity of the roads, for with that curtailed their ability to provide for the large expenditures constantly called for in the work of meeting public demand for increased and for improved service would be greatly impaired if not destroyed. Many of those who are brought into closest contact with the practical side of this problem are of the opinion that the railroad bond market of recent months has been giving practical illustration of the soundness of this particular part of the railroads' argument in favor of higher rates.

Many investors are said to have been turning rather longingly toward the relatively high yields offered by many railroad bonds and have needed only the encouragement of a decision satisfactory to the railroads in the rate case or some other similar encouragement to induce them to give to railroad bonds some of the attention they have lately bestowed upon municipal issues. The widening of the margin between the yield on railroad bonds and on municipals by

reason of the further recent advance in the latter serves to increase the investor's incentive to modify the course he has lately been following in this regard.

#### MR. GOULD ON THE GOULD ROADS

##### In a Short Talk After a Long Wait Says He Was Not Selling

GEORGE J. GOULD, head of the Gould family, director of a vast system of railroads, came out to the end of the hallway connecting with his office at 165 Broadway. Missouri Pacific stock had just been quoted on the ticker at 11; the bonds were selling at panic prices, though the rest of the market was serene. Mr. Gould looked very uncomfortable; drops of perspiration stood out on his flushed face and on his head.

As he spoke his mind seemed to be mostly on the problem of getting cool. He was dressed as a man might dress for an afternoon of tennis, a soft stock collar of silk against his neck and a pink striped shirt under his Summer coat.

"I don't want to be interviewed; I don't want to talk," he began, shaking hands cordially, however. "What did you want?"

It was the tenth visit that his caller had made with the idea of getting Mr. Gould to discuss his own views of the Gould influence on American railroads. That was not a promising start for a talk so long put off.

"I should like to have ten minutes with you to get your own diagnosis of the troubles of your roads."

Mr. Gould made it plain that he was almost struck dumb by the enormity of the request.

"You are getting harder than ever to see, Mr. Gould."

"No," said Mr. Gould. "I am always glad to see you. I am out a great deal. When I'm here I'll be glad to see you." He started to go back, but paused to say:

"I don't know who is selling our securities. Somebody is selling them. There is no special reason for selling them now."

"You know what kind of an outlook American railroads face. It is very dubious. An increase in rates has been hanging fire for a long time and the Interstate Commerce Commission keeps lowering rates. The Arkansas decision the other day took away some more revenues from the Missouri Pacific. I suppose that has hurt the stock."

"Our earnings are beginning to look better. I think we shall see an improvement pretty soon now. With the crops that are in sight we ought to have good business for the rest of this year."

"What do you think about the relation between the earning power of your several railroads and their capitalization, Mr. Gould? Is anything going to be done about that? The Street is talking a lot about it."

"I know more about the past than the future," said Mr. Gould. "Evidently some one is selling our securities to make them go down. I don't know who it is. I am not selling them."



## Long-Distance Marketing

### The Middleman, Much Complained of but a Necessity as Things Are, Finds Rival in Effort of Express Companies to Bring Producer and Consumer Together

THE new departments which have been organized in two of the great express companies to secure shipments of produce directly from producer to consumer have sprung rather suddenly into existence, but the causes of their appearance have long existed in the present system of food distribution.

The problem of high food costs is illusive, for when the roots of the trouble are sought, the ramifications are so many and complicated that it is difficult to trace each contributing cause and at the same time view the problem in a large way. The express companies, driven to finding new ways of creating a demand for their services, are now making an attempt to be of some use in attacking all phases of the high cost of food problem by educating the producer to the needs of the consumer, by simplifying the machinery of distribution, and by showing the consumer how to buy more economically.

Already the food products department organized by Wells Fargo & Co. is proving a factor in increasing the revenues of the company, and the similar department, more recently organized by the Adams Express Company, is indicating the possible development of this service; the details of the system that will make the movement important to the great masses of the people yet remain to be worked out.

#### DEALING DIRECTLY

It is obvious that a tremendous gain to both producer and consumer would be brought about if the two could deal directly with each other, but before a general movement of this kind can take place much educational work must be accomplished. The lack of any general standardization of farm produce is perhaps the thing above all others which deters the individual from dealing directly with the farmer. The individual wants to know what he is going to get before he places an order. The absence of common standards to which farmers might conform makes it impossible for the prospective customer to know with any certainty what kind of eggs, butter, poultry, or fruits he will receive when he orders from the country.

The attempt to secure standardization was the first step which the express companies took. While the companies neither buy nor sell the goods for which they take orders, they stand morally responsible for the quality of the goods and endeavor to hold the producer to a high standard. Wells Fargo & Co. at first experienced much difficulty in finding producers who were reliable. It required tireless work and constant watchfulness to impress upon the producers now using this service the necessity of sending produce which is uniformly good.

Moreover, even those who have from the beginning shipped nothing but the best foods have required the incessant attention of the express company, for the farmer is not a trained merchant or salesman. His energies are consumed in producing. He is not able, as a rule, to give that time to the retailing of produce which such a business demands. In the first place, in order to retail goods a market must be found. This always requires time and very con-

siderable energy. In the second place, the routine of receiving orders and filling them promptly, with the correspondence and bookkeeping which this involves, is frequently more than the farmer can or cares to attend to. Lastly, the complaints and adjustments which inevitably arise in regard to the quality and delivery of goods in any retail business, no matter how well conducted, would lead most farmers to decide that doing a retail business is not in their line. Through patient suggestions, nevertheless, the express companies are showing many farmers how to transact this business and good results are beginning to show.

#### BUILDING UP TRADE

This is the record of an egg shipper at Cattaraugus, N. Y.: Amount (in round numbers) received for eggs shipped to fill orders received through the food products department of the express company in February, \$1,300; in March, \$3,400; in April, \$5,000. A butter and egg shipper at Algoma, Wis., who was already doing a large business before he began to receive orders through the express company, has doubled his plant to meet the demand created by the transportation company. Many other results of this kind are cited.

Even if the farmer does ship the best goods and attends to his business methodically and promptly, there are natural drawbacks to which the seasonal nature of farming gives rise. To fill orders for a retail trade the farmer must have a steady supply of produce. How can he expect to compete with the city-retail store which indirectly draws its supply from all sections of the country, from all lands of the earth? Even in regard to eggs, a commodity which is produced as nearly the year round as any, there are seasons in which the supply of any individual runs short and in which he would lose his customers.

Because the individual farmer cannot afford expensive storage facilities he must usually dispose of the greater part of his crop, when it matures, to people prepared to hold it. Co-operative societies of farmers are now providing storage facilities for their members in many Western communities. Co-operative societies of farmers, moreover, could easily deal directly with consumers. A capable business head could be employed to relieve the individuals of the details of marketing. A man who had obtained some general experience in salesmanship and advertising, and who had received a good training in handling detail work, could very well dispose of produce for all of the farmers in a small community.

#### INEFFICIENCY

In spite of the inefficiency of the farmer in marketing, and of the extravagance of the consumer, upon the middleman has been laid most of the blame for high prices, and yet he performs a service for both the producer and consumer which they cannot or do not wish to perform for themselves. He watches the markets more closely than any one else, and as much as possible prevents too much produce going to one market and too little to another. He is responsible for the grading and sorting of produce. He also supplies the capital necessary for holding produce from the season of production over through the season of non-production and provides the means of storage.

The trouble so far as the intermediaries are concerned lies not so much with the middleman as with the middlemen. There seem to be too many of them along the path, and each must not only make a profit

with which he can support himself, but must make enough money to pay wages to clerks, rent, insurance, cost of delivering goods, and ordinary business expenses.

On the other hand, the man who complains the loudest, the ultimate consumer, is very largely to blame for high prices. As a rule the discussion of the problem turns on how to make the other fellow reduce our food costs, but in reality the question is intensely personal. As long as men are content to pay the bootblack on the corner for polishing shoes instead of buying a box of blacking and doing the same work themselves, the high cost of living will continue. Most people live more intensely than their fathers lived, and have greater means with which to do it.

#### BUYING CLUBS

The greatest effort of individuals to practice economy in connection with the new service of the express companies has been in the organization of buying clubs. These buying clubs have been formed among the employes of factories, warehouses, offices, and banks. Clubs have also been formed among public service employes in Post Office, police station, and fire house. Produce is ordered in large quantities from the country and upon its receipt is divided among members of the club, each man paying for his proportion and carrying it home. Many of these people are reducing the cost of their table expenses from 15 to 20 per cent. An example of the saving is shown by the following table:

Commodity.	Average N. Y. Retail Price July 18, Per Pound.	Average Price by Express for Week Ended July 18, Per Pound.	Per Cent. of Saving.
Butter, cream, extra.	35c.	30c. (10-lb. lots)	14.29
Eggs, fresh laid.	*26c.	*23½c. (15-doz. cases)	20.83
Ham, sugar cured.	24c.	20c. (hams)	16.67
Bacon, smoked.	28c.	21½c. (sides)	23.21

\*Per dozen.

In almost all cases these buying clubs are organizations formed voluntarily by the employes without supervision or definite sanction of the company for which they are working.

Many of our foods are manufactured products not made on the farm. The cost of most of these must be attacked in other ways than by simplifying the process by which they are distributed. What is more, food costs, taken as a whole, constitute but one of the factors in the cost of living. The work which is being done to bring producer and consumer together seems, however, to be offering opportunities. Nevertheless, the fact that the express companies have been able to lower food prices for many people has some significance.

#### Capital Issues Make Huge Total

Total capital issues at the leading monetary centres of the world for the ten-year period between 1903 and 1912, inclusive, reached the enormous total of 175 milliard francs, according to figures published in a recent issue of *Le Matin*. Of that total, Government, municipal, and similar loans accounted for 64¼ milliard francs; capital issues by banking institutions amounted to 21.1-3 milliard francs, and those by railway and industrial undertakings to 98¼ milliard francs. *Le Matin* analyzes the total geographically as follows:

(000,000 omitted.)

State and Municipal Loans, Francs.	Bank Loans, Francs.	Industrial and Railway Loans, Francs.
United States .....	2,890	200
Germany .....	12,640	7,453
England .....	8,645	2,282
Russia .....	9,385	1,069
France .....	2,340	3,112
Austro-Hungary ...	2,856	896
Italy .....	608	342
Other countries ...	24,812	6,044
Total .....	64,242	21,378

## Over-Ocean Trading

**The Arbitrageur Practically Molds All World's Great Security Markets Into One—Profit-Making Is His Motive, but He Performs a Real Service**

ARBITRAGE is defined in the dictionary thus: "A traffic in stocks which bear different values at the same time in different markets." In so far as it goes the definition is limited to the broker who grasps for fleeting profits as the cable brings prices to him under sea. When considered from the field of its relation to economics, arbitrage expands into a much more comprehensive and important trade.

While the prime requisite in successful arbitrage operations is rapidity in completing purchases or sales, another only slightly less in importance is the broker's "sense" of price movements. He must keep in close touch with the trend of quotations on the markets in which he is busy. The use of a concrete case is the best way of illustrating the arbitrage man's labor in the everyday routine on the Exchanges:

### AN ACTUAL TRANSACTION

Last Thursday at 10:35 o'clock (New York time) a broker on the London Exchange cabled to his correspondent on the local board for a quotation on Southern Pacific. The reply was that 95 $\frac{3}{8}$  was being bid with the tendency apparently toward a lower figure. The broker found, or already knew, that he could sell 300 shares of Southern Pacific to another standing near him on the board at a price slightly above 95 $\frac{3}{8}$ . So he sold the 300 shares a moment or two after he cabled to New York his order to buy 300 shares. In the few minutes which elapsed between the receipt of the bid price from New York and the time the buying order was received in New York, both the bid and asked quotations for Southern Pacific had declined fractionally and he got his stock at the figure he had in mind when he sent the buying cable, 95 $\frac{3}{8}$ .

The arbitrageur had estimated correctly the market tone across the sea. If the movement had been up instead of down after he received the quotation, the transaction would have meant a loss instead of a profit, for competition in the business is so keen that, in ordinary markets, all that is hoped for is a fractional gain. A profit of one-quarter of 1 per cent. is considered good, except in periods of extraordinary movements on particular exchanges when as much as 10 points are sometimes made. When a transaction is left open over night the arbitrageurs do not feel satisfied if they cannot make a profit of a half point. In this sort of transaction they often make even a full point.

### A WORLD MARKET

Arbitrage comes well-nigh to converting the separate large security markets of the world into one. Quotations made on the New York Stock Exchange are known on the London Exchange in less than four minutes, and an only slightly greater time elapses before they are flashed to Paris and Amsterdam. The transmission of messages at this speed permits the transaction of business at a rate which gives buyers or sellers better "execution" than frequently they could obtain between New York and outlying cities of this continent. The product of speed is activity of dealings and the result of active trading is a widening market for the securities involved at a

ratio in keeping with the flow of transactions between the market centres.

And yet the rapidity with which business may be done is only an incident in the broader conception of arbitrage operations. It acts as a stimulant to keep alive the interest of investors and speculators of one country in the securities of another, though the actual distribution of stocks and bonds in profit-seizing trades is small. The real business of placing securities within a nation in a way which means the acquisition of capital by another nation is a different and more deliberate process. In its ramifications arbitrage extends far beyond the popular conception of it gained through the description of daily dealings on the Stock Exchange and foreign bourses. The superficial picture of arbitrage trading places a broker at the end of an ocean cable which brings him a constant string of quotations from a foreign market. The prices either are above or below those for the same issues being quoted on the floor where he operates. With lightning quickness he buys in one market and sells in another, realizing a profit on the momentary difference of price which exists between the two market places. He does that, but in the long run he does a great deal more, for the traffic in differences between prices in two markets broadens in many cases into actual distribution of the securities of borrowing countries in the markets where there is a surplus of capital.

The arbitrageur in this broader field has done much work in developing demand for American securities abroad. The United States as a growing nation needed capital, far more of it than the country could supply, and Europe had it in abundance. The problem was to bring the demand into close relation with the source of supply, a task that meant the interpretation of the financial terms of the borrowing nation into those of the lenders, the strengthening of confidence in our institutions, and the elimination of risk as far as possible from the ultimate lender, the individual investor in our stocks and bonds.

### THE PROFIT MOTIVE

The arbitrage traders took up the task purely for the purpose of making a profit while acting as middlemen between the European buyer and the American seller. They saw that an opportunity lay in the business of buying at a price on one side of the sea and selling at a higher figure on the other. They agreed to take the risk which was entailed in purchasing large blocks of securities and parceling them out, frequently in very small lots, among their customers; and, to enhance their profits, they undertook the advertisement of American issues to widen the market constantly as the output of our carriers and industries increased.

It cannot be said that distribution of this sort is permanent. The changing phases of the security markets may bring back to the country of issue, in time, many of the bonds which the arbitrageur disposed of in this gradual manner. Yet a fair proportion go out to stay. There are arbitrage men who tell with satisfaction of customers among the French, English and Dutch who saw their holdings of American securities in the panic of 1893 decline 75 per cent. from the purchase price, and yet stayed by them through receiverships and assessments. It is pointed out that in all the important railroads reorganized in this period the foreign security owners who held on afterward saw a vast appreciation in their investments.

Increase in arbitrage operations tends to advance prices. When arbitrageurs in London hear that a new American issue is to be listed in Paris there is frequently a general hardening of quotations for American securities on the London market, because it is expected that the introduction of the security into another market will increase the number of buyers. Greater call for the securities may be brought about through the efforts of the French bankers.

In point of making known to investors, and speculators as well, the desirability of foreign issues, the work of the arbitrageur is especially valuable. His motive is entirely selfish—he wants the profit to be derived from large sales. But the results of advertisement are a broad distribution of particular bonds or shares, and the creation of greater facilities for the future sale of other securities. The advantage to American corporations with their constantly increasing needs for more capital is obvious. The way is paved for easier sales and better prices for securities than could be obtained if the stocks and bonds were to be put out without a knowledge among ultimate consumers of the value of such issues.

### STABILIZER OF VALUES

After a demand for a country's securities has been firmly established in some foreign market, an additional duty of the arbitrageur is to act as a stabilizer of values. The arbitrageur must continue to act as an intermediary between buyers and sellers in the marts of different countries. His original work of bearing the risk and translating the terms of international money markets continues. The English speculator, particularly, likes a "close" market, one in which he may move actively with small profits and equally small chances of loss, and to fill this need the arbitrageur must remain constantly alert, with an attentive mind on the fluctuations in all the markets.

In Europe the arbitrage business has long been carefully fostered. The close financial relations between countries whose borders touch has brought an interrelation in the borrowing of capital and its liquidation which has made the work of arbitrageurs especially important.

Arbitrage brokers say that the greatest efficiency of the system can be reached only through the joint account. This means that brokers on both sides of the Atlantic, when working in close union of interests for mutual profits, feel moved to exert their best efforts in expanding the business.

### STIMULATES TRADING

Because of the stimulus given business generally through the joint account, the arbitrageurs operating on the New York Stock Exchange are working to have restored on the local board the method that was in vogue until the Governors ruled against it three years ago. Investigations seem to show that the conduct of joint accounts was covering up what were in effect evasions of the Exchange's commission rules, and they were ordered closed. It was alleged that members of the Exchange had grown lax in charging their partners on the foreign bourses the full commission called for by the rules here.

The inertia which immediately crept over arbitrage transactions was charged to the removal of the joint account. At the same time interest in American securities on the British market, for one, declined perceptibly and this, too, was blamed in part upon the absence of a mutual interest between brokers on the two exchanges. The arbitrageurs desire to bring back again the procedure which was of benefit to both parties to transactions between markets.



## Insurance Against Panics

### Establishment of International Gold Reserves for Use in Times of Financial Stress Urged as Means of Mitigating Acute Money Disturbances

THE constantly increasing efficiency of credit instruments as a means of payment, and the long strides which have been made toward the elimination of actual cash payments in commercial as well as in financial transaction, serve to increase the impatience over shipments of gold from one country to another on the part of those who look upon such shipments as archaic and as involving wastes which modern tendencies ought to obviate.

Unless some new standard is set up or some new way of completing international transactions is found, final settlement of differences must be made in gold, but other things being equal, the tendency is to make these settlements cover a longer period of time, thus lessening the volume of gold shipments for this specific purpose.

#### CLOSER CO-OPERATION

In times of acute financial disturbance gold movements occur on a scale which unsettle those markets which are called upon to relieve the trouble wherever it may be acutest. It has before this been suggested that some means should be found to bring about closer co-operation among the money markets of the world not only in normal but in abnormal times as well. One such proposal was outlined in detail before the recent International Congress of Chambers of Commerce held in Paris. We have received from F. Faithfull Begg, President of the London Chamber of Commerce, who laid the details of the plan before the congress, a statement of his proposals. They were embodied in this resolution and referred to the Permanent Committee of the congress:

In view of the great expansion which has taken place in recent years in the volume of international commerce, and in the interchange between nations of services of utility, and also of the important developments which have taken place in the same period in the rapidity of intercommunication between nations, and the resultant complexity of international finance and interdependence of the chief financial centres upon each other, this congress is of opinion that the time has come when, in the general interest of all those engaged in commerce, there should be established in the chief financial centres special metallic reserves, preferably of gold coin or bullion, such reserves being available under suitable conditions for the prevention or mitigation of financial panics or stringency when in the future such panics or stringency may occur.

#### WORLD TRADE'S GROWTH

It was suggested that at first only Great Britain, France, Germany, and the United States, and possibly Russia and Austria, could be induced to join in such a movement. To bring out the extent to which the trade had increased, Mr. Begg pointed out that the imports for home consumption, and the exports of domestic products of the countries already named, plus those of Belgium and Italy, had increased from \$10,100,000,000 in 1892 to \$23,000,000,000 in 1912. During the same period the London Clearing House figures, to which he pointed as another indication of growth in international trade, rose from \$32,400,000,000 to practically \$90,000,000,000.

Laying his foundation for the conclusion that a part of the world's gold reserve should be internationalized, Mr. Begg said:

We express all our transactions in terms of gold, or if we do not in the first instance so express them they are ultimately reduced to their

equivalents in that metal; and by hook or by crook it is in gold that they must be finally adjusted. To enable this to be done there are stocks of gold kept by the leading banks at the great financial centres. It is on these stocks of gold that the enormous superstructure of credit, which is the leading feature of modern finance, rests. It is on the ebb and flow of these stocks of gold that the eyes of all business men are fixed, and as these stocks wax or wane at particular points, so credit, and consequently business, under modern conditions, increases or decreases. These gold reserves are by many regarded as if they were independent accumulations, having relation only to the particular centres at which they are held; as if they formed, so to speak, separate and independent piers or columns upon which the finances of the particular country in which they are located depend for support. It is not so. It is as though these separate cisterns of gold, so to speak, had attached to them conduit pipes intercommunicating with each and every other similar centre, through which conduit pipes these gold supplies will inevitably and irresistibly flow in time from or to the other centres until equilibrium is restored.

Observe, however, that it is only in time that they will so gravitate or flow. Under modern conditions, moreover, there are many artificial means adopted by Governments and bankers to prevent this gravitation of gold supplies. I need not stop to enumerate these methods. They are well known, and they are effective.

The creation of a special gold reserve for the specific purpose of putting a check on financial disturbances whenever they may arise in countries which might subscribe to the scheme may be described as the establishment of financial Spandaus. Germany has recently added to its gold reserve for war purposes kept in that historic tower. Just as that hoard is kept intact against use in time of war, so the special gold reserves used in normal times would be called into action only when financial distress was threatened. Mr. Begg had this to say regarding the details of his plan:

#### MITIGATION OF PANICS

The proposed plan for the mitigation of panics and their termination is that international machinery should be set up through the great banks, whereby there should be maintained at various points reserves of gold specially provided for the use in times of panic, and that these reserves should be available under proper safeguards, so that the gold may be at once utilized at the point of disturbance, and that it should not be necessary to wait for the operation of natural forces or the individual initiative of Paris or Berlin, as in the American panic. That a committee of the great banks should be charged with the duty in such an eventuality of directing a stream or streams of gold toward the disturbed spot, and thus anticipate or prevent an acute stage of the disturbance from supervening. We have evolved for the purpose of preventing or mitigating the horrors of war the international engine known as the Concert of Europe, and, more recently for a similar purpose, the tribunal at The Hague. Similarly I see no reason why we should not establish a concert of bankers charged with the duty of managing special reserves of gold to be used for mitigating financial disturbances, which are so disastrous in their results, or if possible bringing them to an end.

To explain more fully what is proposed, let me go a little into detail. Judging by the effect which the movement of a moderate amount of gold has under modern conditions either to create or allay anxiety, I am of opinion that, say, £3,000,000 held at each of, say, six large financial centres or the equivalent in bullion or local gold coin would be sufficient for practical purposes. This gold would be specially set apart and held exclusively for the purposes of the proposed plan. We should have by this means a fund of £18,000,000 always available for the purposes of the scheme. Let it be observed that the £3,000,000 which would, by hypothesis, be lodged at the point of disturbance, should that point be one of the places included in the scheme, would be available at once. It would form a species of financial "first aid," and could be released immediately to relieve the pressure.

Assuming that the centres I have already mentioned, viz., Great Britain, France, Germany,

the United States, Russia, and Austria, were prepared to enter the scheme, the governing committee would consist of the Governor of the Bank of England, the Regent of the Bank of France, the President of the Imperial Bank of Germany, the Governor of the Federal Reserve Board in the United States, the General Manager of the Russian State Bank, and the Governor of the Austro-Hungarian Bank. This committee would be empowered by a majority of votes to control absolutely the disposition of the special reserves of gold.

The proponent of the scheme was not unmindful of the difficulties which might be encountered in the attempt to set up such reserves, which would be always idle save when panic threatened. But the loss involved in the withdrawal of this gold from use would have to be regarded as the cost of insurance against the much greater losses which would be involved in financial upheavals, the gain being represented by the extent to which this plan might be effective in preventing or reducing the severity of acute financial disturbances. On this phase of the matter Mr. Begg said:

#### WORK FOR GOVERNMENTS

Primarily, as the gain will be a national or general gain, the obligation ought to rest upon the various Governments. It may, however, be taken for granted that it is improbable that six great powers will in the near future consent to act together for this purpose, and it thus becomes a matter for serious consideration whether commercial men should not combine to provide funds for the purpose. There are, of course, arguments against as well as for the proposal. It may be argued, for example, that the very existence of such stocks of gold might lead to undue inflation of credit. In reply to this, it appears to me that if the terms upon which the advances of gold are made are sufficiently onerous, the temptation to overfinance in anticipation of relief would not exist. The German plan, for example, under which the Reichsbank is permitted to issue notes in excess of the ordinary legal maximum subject to a special tax has worked favorably. Some similar provision might well be introduced into the working of this plan.

It may be asked, what would become of the plan in time of war? It may be admitted that in such a case special conditions would arise which would have to be provided for. The plan, however, deals, or has in contemplation dealing with, in the main, ordinary commercial panics, and it is in connection with these, or at least chiefly in connection with these, that it is claimed to be of value. We need not neglect a precaution if it is a good one because it does not necessarily deal with every probable or possible contingency.

The actual provision of the contemplated special gold reserve Mr. Begg said did not seem to present any insuperable difficulty. In 1913 alone, he pointed out, the central banks of Great Britain, France, Germany, Russia, and Austria had added no less than \$260,000,000 to their gold holdings, while the United States Treasury's holdings during that time increased by more than \$270,000,000, in addition to the increases shown by the gold holdings of the banks. He pointed out also that there was a considerable increase in the gold held by the joint stock banks of Great Britain, although there is no way of measuring accurately the amount of this increase.

#### Philippine Sugar Planters Suffer

Latest reports from the sugar Provinces of Negros and Panay show that the planters are in serious financial straits, owing to the poor quality of the crop for this year, according to advices from Manila published in The Daily Consular and Trade Reports. The yield is more abundant than that for last year, but the quality is generally poor, and the prices offered are so low that the planters cannot meet growing and harvesting obligations. The low grade of sugar turned out is ascribed largely to the antiquated machinery employed in its manufacture. Few modern mills are yet operating in the country, principally because the planters are unable to buy them.

## One-Third of World's Railways Government Owned

THERE are only two countries in the world that boast any considerable amount of railway mileage in which the operation of the transportation service is left entirely to private corporations. Great Britain, with its 23,400 miles of road, and the United States, with 250,000, are the only important countries in which the State has not entered the field. In both countries the question of Government ownership has lately come to the fore.

It is within but a few years that Government ownership of the carriers of this country has been discussed as a possibility. The growing frequency of wage disputes between organized railway workers and the companies, the difficulty which the carriers have of getting an increase in rates commensurate with the upward trend of wages and other operating costs, and the disclosure of serious scandals in the case of a few companies have all served to win over many persons to the belief that Federal ownership may come about here as it has in many other countries.

### STATE OF OPINION

It does not follow that all of these persons are advocates of Government ownership. The opinion is held by a large element among railroad men that, unless checked, conditions will make it incumbent upon the Government to take over the operation of at least some of the railways in order that deficiencies from revenues may be made up out of taxes. But up to this time the Federal Government has not become the owner of any public railways in the United States. Its chief venture in railroading so far is its operation of the Panama Railroad across the Isthmus.

In Great Britain it would be less of a departure for the Government to take over the railroads, because the English are already accustomed to the State-owned telegraph and feeling against the centralization of authority is much less strong there than here. It is not strange that the idea of Government railways should have made more progress abroad than in the United States. English railway men have been undergoing examination before a Royal Commission on Railways, which is considering the advisability of substituting Government control for that of private stockholders. This inquiry has led to active discussion in England of the terms which should govern the acquisition of the railroads if that is decided on.

### WHY PHYSICAL VALUATION?

In the United States the only definite step which some believe to have been taken in the direction of public ownership of the carriers, outside of the efforts of two Iowans, Senator Cummins and Clifford Thorne, to interest Congress in a plan for creating a huge Government bond issue for the purchase of the roads, has been the authorization of a physical valuation of the roads by the Interstate Commerce Commission. This step has been variously interpreted as designed to establish a basis for judging the fairness of rates, and for helping to a price at which the Government can take over the roads.

In Europe less than half the railways are privately owned. The Prussian Ministry of Public Works compiles statistics on this subject for the entire world, which show that but for the overwhelming preponderance of mileage lying in the United States the total of Government-owned lines would exceed the total for private companies. The figures for Europe, which we take from a recent

### Great Britain and United States Only Important Countries Whose Roads Are All in Private Hands — Government Ownership Propaganda

issue of The Railway Age Gazette, are particularly interesting:

Country.	Private Railways, Miles.	State Railways, Miles.	Total Miles.
Germany .....	2,750	36,200	38,950
Austria-Hungary .....	5,400	23,000	28,400
Great Britain .....	23,400	.....	23,400
France .....	25,660	5,540	31,200
Russia (in Europe).....	14,200	24,400	38,600
Italy .....	1,870	8,930	10,800
Belgium .....	2,680	2,690	5,370
Luxemburg .....	204	122	326
Netherlands .....	880	1,100	1,980
Switzerland .....	1,290	1,700	2,990
Spain .....	9,540	.....	9,540
Portugal .....	1,155	695	1,850
Denmark .....	1,124	1,216	2,340
Norway .....	290	1,630	1,920
Sweden .....	6,090	2,760	8,850
Servia .....	226	356	582
Rumania .....	80	2,160	2,240
Greece .....	1,000	.....	1,000
Bulgaria .....	.....	1,200	1,200
Turkey (in Europe)....	1,045	.....	1,045
Malta, Jersey, Isle of Man .....	68	.....	68
Total miles .....	98,952	113,699	212,651

In all Europe there are 37,000 less miles of road than have been built by private enterprise in the United States alone. Germany, Austria-Hungary, and Russia are all committed to Government ownership as opposed to operation by private companies. In France a little more than 20 per cent. of the mileage is State owned, whereas in Belgium the steam roads are divided almost mile for mile between the State and private interests. Great Britain, Spain, Greece, and Turkey in Europe are the only countries in which there are no Government-owned lines. On the other hand, Bulgaria is the only country in which there are no private companies engaged in rail transportation.

### LESS FAVORED HERE

In North and South America Government lines are much less in favor. Of the 26,700 miles of road operated in Canada in 1912 no less than 24,930 were owned by stock companies. The United States has close to 250,000 miles all similarly owned. In Mexico 7,990 miles are classified as private roads and 7,860 as Government owned, but much of the private mileage was built under guarantee by the Government and is practically operated in conjunction with the other departments of State. Brazil has 7,400 miles of privately owned road and 6,400 owned by the Government. Argentina, with 20,600 miles of railroad, owns but 2,490 miles, the balance being privately held.

Asia, considering its vast extent, cannot be said to have much railway service. In all its territory it boasts but 66,534 miles of road, more than half of which is in British India. The Asiatic mileage is divided in the proportion of 43,840 of State-owned lines and 22,694 of privately owned. Of the mileage in India 29,300 is owned by the Government and but 4,100 by stockholders. In China the railway is still unknown to a large majority of the population, and the 6,100 miles in operation are all privately owned.

Either on the basis of population or area the United States has much more than

its proportionate share of the world's railway mileage. The following table shows the distribution of railways in 1912, with the division between State and privately owned lines:

Country.	Private Railways, Miles.	State Railways, Miles.	Total Miles.
Europe .....	98,952	113,699	212,651
America .....	321,406	22,237	343,643
Asia .....	22,694	43,840	66,534
Africa .....	10,656	15,835	26,491
Australasia .....	2,708	18,970	21,678
Total miles .....	456,416	214,581	670,997

There has been a steady, but slow, increase in the proportion of the world's railways owned by Governments. Of the total mileage for the world in 1912, which was 670,997, private companies owned 456,416 miles, or 68 per cent., and Governments owned 214,581 miles, or 32 per cent. In 1911 the total mileage was 654,435, 16,562 less, and of the total companies owned 456,881, or 69.8 per cent., and Governments owned 197,554, or 31.2 per cent. In 1910 the total mileage was 638,611, or 32,386 less than the total in 1912, and of this private companies owned 450,659, or 70.57 per cent., while Governments owned 187,952, or 29.43 per cent.

### RATE OF GROWTH

As compared with the 1910 figures the increase of 32,386 miles in 1912 was made up by a gain of 26,629 miles of Government-owned lines and of only 5,757 in private lines. These figures, however, are misleading as a measure of the change in the proportion of private to State railway ownership in that period.

This is because 7,860 miles of railway in Mexico are included under State railways, whereas in 1911 and 1910 this mileage was credited to companies. A majority of the stock of the National Railways of Mexico is owned by the Government of Mexico and has been since before the 1910 compilation was made. The transfer of nearly 8,000 miles of lines in that country from the private to the State column would have made the percentage of privately owned railway in 1910 69.2 per cent. instead of 70.57, and in 1911 68.4 per cent.

The greatest increase in Government-owned railways is shown in the figures for America, where the total of State lines was increased by 10,067, mainly by the transfer of the Mexican mileage, but also by 359 miles in Central America, 110 in Colombia, and 68 in Venezuela, where there was none in 1910; an increase of 208 in Peru, 300 in Chile, and 969 in Brazil. America also shows an increase of 7,219 miles of company mileage, principally in the United States and Canada, which is far greater than the actual increase in State owned railways.

### INCREASE IN EUROPE

In Europe the Government mileage increased 6,209 miles, principally by extensions of the existing Government systems in Germany, Austria-Hungary, Russia, Italy, Norway, and Bulgaria, and by the absorption of private lines. The privately owned mileage in Europe decreased by 545 miles.

It appears that, measured only by length of line, private ownership of the carriers is still overwhelmingly the policy of the world, but, as pointed out, the bulk of the privately owned mileage is in the United States, the total of 250,000 miles of privately owned roads here being 35,208 more than the aggregate length of all the State-owned railways in the world.



## Union Pacific Railroad Retracing Its Steps

Is Distributing Part of Its Stocks in Other Roads Bought When E. H. Harriman Was Building His "Railroad Empire"

THE Union Pacific Railroad Company will begin today the distribution of \$83,356,000 in cash and stocks for which Wall Street has been waiting more than five years. With the extra payment almost in hand—the shares sell ex dividend today—Union Pacific fluctuated several points under 160 at the close of last week. In the Summer of 1909 the mere expectation of an extra dividend sent the price to 219. This difference between anticipation and realization is striking, but the price difference reflects many other things than the changed views regarding the value of the Union Pacific "melon."

The reason the Union Pacific distribution is thought of as a disappointment is that the shareholders seem to have expected to eat their cake and have it, too. The Union Pacific simply takes a considerable part of its investment holdings, divides it among its shareholders, and tells them that as they will be able to get 2 per cent. per annum from the extra dividend, the rate on Union Pacific stock having as part of the plan been cut from 10 per cent. to 8 per cent.

For each share of Union Pacific common stock the company is distributing 12 per cent in Baltimore & Ohio preferred, 2½ per cent. in Baltimore & Ohio common, and \$3 in cash. From this the shareholder is expected to receive 2 per cent. a year, to make up for the reduction in his Union Pacific dividend. The position of the stockholder today is shown by this table:

### YIELD NEW AND OLD

In exchange for each share of Union Pacific, which has been getting \$10 a year, the holder will get:

	Par Value.	Yielding.
Baltimore & Ohio pfd.	\$12.00	at 4 p. c.— \$0.48
Baltimore & Ohio com.	22.50	at 6 p. c.— 1.35
Cash	3.00	at 6 p. c.— .18
Union Pacific	100.00	at 8 p. c.— 8.00

Total yield ..... \$10.01  
The management of the Union Pacific, now

that its right to distribute as surplus earnings its investment stocks has been established, may ultimately work out other plans for extra dividends to be paid concurrently with a reduction in the parent company's rate. It has been considered since 1907 that the company paid 6 per cent. on its shares from transportation earnings and 4 per cent. from its investment income.

Prior to the acceptance by the courts of the Union Pacific's plan for meeting the dissolution decree, under which it was forbidden longer to hold control of Southern Pacific, the company owned \$32,334,000 of Baltimore & Ohio common stock and \$7,206,000 of the preferred. In the process of disposing of the \$126,650,000 of Southern Pacific the Union Pacific made a trade with the Pennsylvania Railroad by which \$38,292,400 of Southern Pacific was exchanged for the Pennsylvania's entire holdings of \$42,547,200 Baltimore & Ohio stock. That exchange increased the Union Pacific's holdings of Baltimore & Ohio to \$53,607,000 of common and \$28,479,000 of preferred. The distribution of \$50,013,000 of common therefore leaves but \$3,594,000 of this issue in the Union Pacific's treasury, and the payment of \$23,674,000 of preferred leaves a remainder of \$1,805,000 of that issue.

### STOCKS STILL HELD

Besides this relatively small amount of Baltimore & Ohio stock the Union Pacific now holds these railroad issues: Chicago & Alton preferred, \$10,342,100; Chicago & Northwestern common, \$4,018,700; Chicago, Milwaukee & St. Paul preferred, \$1,845,000; Illinois Central, \$22,500,000; New York Central & Hudson River, \$17,857,100, and railroad securities, \$3,484,920 common and \$1,936,900 preferred. The enforced sale of \$126,650,000 of Southern Pacific stock and the voluntary distribution of Baltimore & Ohio has reduced the par value of the Union Pacific's investment stocks from the \$228,176,320 reported in the last annual statement to \$67,385,320.

The litigation brought by the Equitable Life Assurance Society and by Joseph T. McCaddon and others restrained until last week the payment of the extra dividend declared on Jan. 8 last. The decision of the State Court of Appeals in the former case, and of Justice Page in the Supreme Court, New York County, in the latter established the Union Pacific's right to distribute its surplus to holders of the common stock without including the holders of the preferred.

## Extravagant Ways of State Ownership

Government Lines in Belgium Run as Economically as Private Lines Would Have Saved \$18,000,000 in One Year

STRIKING evidence of the extravagance of Government railway operation, as compared with private management, subject to the demands of a commercial enterprise, is furnished in the annual report of the railways of Belgium for 1912, just received in Chicago by the Bureau of Railway News and Statistics. Had Belgium's State railways been operated with the same economy as were the private companies, approximately \$18,000,000 spent in operating the system could have been saved.

Although Belgium is a country primarily of Government ownership, there are still five small companies operating railways. Operation of the Belgian railways reflected in 1912 the rising tendency of costs, which has been experienced over the entire world, and whereas in 1911 the State lines, out of every \$100 in gross receipts, paid \$66.89 to operate, they paid in 1912 the sum of \$69.33.

Against this figure the private companies in 1912 paid out of every \$100 of gross receipts respectively only \$38.52, \$56.11, \$59.22, \$62.26, and \$67.19; the largest of the five companies making the best showing. In no case did a private company reach the \$69.33 spent by the Government management, and the average spent by all five companies to operate was only \$41.42 out of every \$100. The showing is the more striking in that it compares railways operating in the same country, and, therefore, more probably subject to similar conditions than were they in different countries.

Returns for the Government railways for 1911 and 1912 compare as follows with the private lines in 1912:

	State, 1911.	State, 1912.	Private, 1912.
Operated mileage .....	2,684	2,696	217
Receipts .....	\$80,610	\$83,949	\$6,797
Expenses .....	40,545	44,727	2,815
Net .....	20,065	19,622	3,982
Ratio exp. to receipts .....	66.89%	69.33%	41.42%

Although subject to the same conditions as the Government operated lines, the private railways with only one exception succeeded in holding down expenses hard enough to withstand rising costs, and four of the companies operated with a lower ratio between expenses and receipts than in the year before.

Operation of the Government lines, on the other hand, has left the public railways with a deficit. Against their net after paying operating expenses, which amounts as shown above, to \$19,622,000, must be set the charges made on the railway budget for interest and sinking fund on the railway debt, and for the rental of the small mileage lying in foreign territory. These charges amounted in 1912 to approximately \$20,384,081, so that there was an actual deficit of over \$762,000 on the operation of only 2,696 miles for the year.

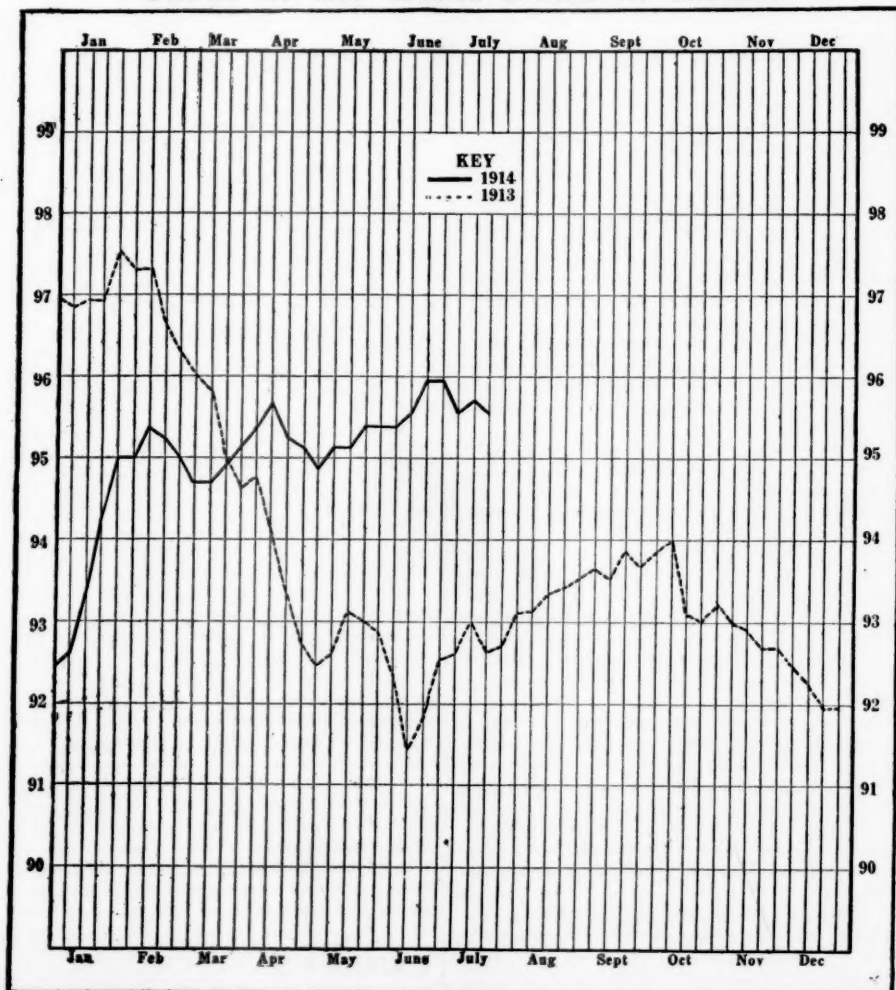
### Small Light Bills in Europe

In this country many of the electric light stations serve a large part of their customers at a loss. This is due to the fact that the interest on the investment made to supply the customer plus the cost of reading the meter and keeping the accounts is oftentimes more than the actual return for the electricity consumed. In Europe the change of small customers from unprofitable to profitable ones has been brought about in a large measure by reducing the fixed costs of serving them. This has been done by simplifying the methods of charging and billing, &c., so as to make possible the wholesale handling of small customers. The importance of the small and very small consumers toward the building up of the income of the electric light company is recognized to such a degree in Europe that in many places large amounts are invested by the electric light company in financing small customers, that is, financial aid is extended to small customers toward payment of the cost of wiring their houses. In the City of Milan, the laboring classes enjoy all the comforts of electricity and the company handles amounts as small as 35 cents a month. In the City of Trier even the humblest peasants use electricity in their cottages.—*Electrical World*.

### Italy's Foreign Commerce

During the first five months of 1914 the foreign commerce of Italy, exclusive of the trade in precious metals, amounted to \$491,804,631, of which \$289,878,038 was for imports and \$201,926,593 for exports. Compared with the corresponding period of 1913, there was an increase in the total trade of \$3,876,281, and in exports of \$10,828,787; but imports diminished by \$6,952,506 owing to the decrease of \$14,300,000 in wheat imports.

## Curve of the Basic Price of Bonds



In this chart the average yield of ten selected savings bank bonds is capitalized on a 4 per cent basis, and so converted into a market price, the weekly fluctuations of which are shown from January, 1913, to date.

London  
Paris

## Foreign Correspondence

Berlin  
Amsterdam

**L**ITTLE activity was shown in any of the European markets last week. The uncertainties of the Ulster situation held the London Stock Exchange in check, and on the Continent political considerations with continued reference to the strain between Austria and Serbia and the activities of Greece in Epirus exerted a good deal of influence upon the markets. Paris unexpectedly took gold from London, convincing that market that the problems of French finance were by no means solved by the flotation of the first installment of the French loan. It appears that the subscriptions to that loan by individual investors were smaller than was estimated on the day the bonds were subscribed. The New Haven report created a very unpleasant impression in respect to American securities on the other side, and the delay in the rate decision helped to hold the market for our stocks in check. Money has become so easy in Berlin that the banks are considering a reduction in the interest allowed on deposits, but in London the supply of funds is not plentiful and rates hold firm. In Paris funds are still being held back.

## LONDON TRADING DULL

## Market for Americans Waits on Freight Rate Decision

By Cable to The Annalist

LONDON, July 18.—The critical stage of the Ulster negotiations, and the postponement of the King's departure from London, have kept the market in suspense, but uncertainty whether the facts indicate a settlement or a rupture of the negotiations has held prices steady. The gilt-edged market is inactive. British railway issues are firm and mining stocks quiet.

The market for American issues has been dull owing to the impending rate decision. Brazilian securities have shown firmness in response to a report that the new loan was about arranged. The rumor that the bonds will bear 5 per cent. interest, will run for fifteen years, and will be offered at 91, remains unconfirmed. Mexican issues are steady, although it is hardly thought here that the passing of the Provisional Presidency from Gen. Huerta to Senor Carbajal makes much real difference in the situation.

Money rules at 1½ per cent. and is not yet in very plentiful supply. Discounts are firm at 13-16. The market is affected by the unexpected purchase of bar gold here by Paris. This is taken as a sign that the financing of the recent French Government loan has left some problems in its wake.

Mr. Lloyd George at bankers' dinner said trade was slackening, but that there were no signs of a serious decline. He referred to the gravity of the demand which is being made by the Transport Workers' Union. It now includes two million members.

## PRICES FALL IN BERLIN

## Unfavorable Effect Produced by Report of New Haven Investigation

By Cable to The Annalist

BERLIN, July 18.—Another week of political uncertainty has had its natural effect upon a nervous Bourse. The week's end finds the whole list below the level of a week ago, despite a slight advance in the market on Thursday. Securities whose prices depend more or less upon events at Vienna suffered heavily on account of the continued uneasiness over the differences between Austria and Serbia. The activities of Greece in Epirus was another unfavorable factor. Canadian Pacific closed at a net loss of 5¼ points for the week and Baltimore & Ohio was down 6¼ points.

The hopeful views attributed to Secretary of

the Treasury McAdoo had momentarily stimulating effect upon American shares, but this was overcome by the disclosures in the Interstate Commerce Commission's report of its investigation into the affairs of the New Haven. This report produced decidedly unfavorable effect upon sentiment. Traders here are still skeptical of any change for the better having taken place in conditions in the United States.

Those interested in the operations on the Boerse are taking consolation from the fact that the prices of German securities are being better maintained than those of foreign issues. Owing to the ease in money the banks have been considering reducing the interest allowed on deposits.

## OUR FINANCE BILLS IN LONDON

## Lombard Street Is Now Talking of Our Getting Gold Back This Fall

Special Correspondence of The Annalist

LONDON, July 9.—We are still getting some gold from the Argentine, another £500,000 being on its way. The disappointment about the crops has left the financial situation there still congested, and it is felt here that there is little prospect that its difficulties will be finally solved till the harvests of another year, it is to be hoped good ones, bring relief.

The fall in our market rate of discount to the low figure of 1½ per cent. has brought about an early beginning of the annual drawing of finance bills by New York on London. This counteracted any influence which might have tended to bring gold to London from New York. When the two slack months are over will come your export season, tending to draw back to you from Europe some or all of that gold which for two years you have been depositing in Paris.

The unknown factor, the x, of the Autumn is the effect of the Currency act. Will the liquefaction of credit that it will bring relieve us of all pressure on our gold this year? Some on this side say yes, some no. In this connection we are interested to hear of the announcement by your Treasury that it will be ready once more to release public funds in order to help the financing of the crops. We had rather thought that with the new arrangements there would no longer be any need for such measures.

These special releases of public funds to help trade suggest that you, too, suffer at times from an evil from which we suffer—the locking up for needlessly long times of needlessly large funds. That evil tends to grow upon us as the activities of the Executive increase, in these days of social legislation. Our Insurance act, in particular, brings many millions yearly out of the pockets of the public to lie idle for a space in those of the Government. At times the arrangements for investing them do not work as quickly as they might. Dead money then rolls up on the public deposits at the Bank of England, and the financial community, or at least the borrowing half of it, complains loud and long.

Our monthly return of foreign trade in June brings fresh evidence of the slow passing of the great boom in production. There is a trifling decrease in imports, and a very substantial decrease of £2,964,000 in exports, in comparison with June, 1913. For the last, a decline in quantity and value of cotton manufactures exported is chiefly responsible, but manufactures of iron and steel also contribute largely to the decline. Bankers in the industrial North speak of the ever-increasing difficulty of employing funds in trade there. Hence, at bottom, the present ease in the London money market and the rise in the price of Consols. Another sign of easier times for money is that a gilt-edged issue of £3,000,000 4 per cent. debentures at 97½, by an Indian railway, with Government guarantee, was oversubscribed and stands at a premium, the first gilt-edged issue to meet with such success since February. It will probably bring out a whole crowd of followers, hurrying to get themselves launched before the holidays are upon us.

Indeed, they are almost upon us already, and, in spite of the better supply of funds, the stock markets are beginning to fall into their midsummer lethargy. They have only two things to think about, the Canadian smash and the Brazilian negotiations, neither encouraging to business. The Brazilian negotiations are of great moment to us. We have a vast amount of capital there. At pres-

ent it is rather locked up, and it depends upon these negotiations how soon it will be set free again. We learn that as security for the loan of £20,000,000, which the Brazilian Government requires, the bankers concerned in London and Paris require a charge upon the customs, to rank, necessarily, after that of the Funding Loan, and that the Brazilian Government shall undertake to encash weekly with the bankers enough of the customs receipts to meet the service of the loan. To the condition last mentioned the Brazilian Government objects, and it also desires a shorter life for the security than the bankers desire. Such is the difference between the two parties at present. It is not great, and it is hoped that some solution will be found before the maturity of the Brazilian Treasury bills on Aug. 25.

The too great ease with which Brazil has obtained loans in the past has brought upon it its present difficulties. Without provision for administrative reform, the fear is expressed that the fresh £20,000,000 will fail to provide a definite cure for the conditions which gave rise to the difficulties with which Brazil has been contending.

Since the possibility that we might get some gold from you before the Autumn has become an improbability there has been little to attract our attention on your side of the Atlantic. Of American events, the most discussed has been the constructive default on the receiver's certificates of the Chicago & Eastern Illinois, due July 1. There was no actual default, it seems; but to tell holders of certificates that their securities cannot be paid off and must be extended amounts to that.

It is a serious thing that there should be trouble about a receiver's certificate. The whole point of that class of security is that it should be not only well secured and gilt-edged but absolutely above suspicion. A receiver, it is felt here among those who have bought this class of securities, should never borrow money save when he is not only sure, but sure beyond all possibility of reasonable doubt, that he will be able to repay the money punctually with an amply generous margin of safety. It is the knowledge that receivers are not wont to borrow save under those conditions that gives this class of security a sort of privileged position and enables it, by convention, to pass about the field of financial battle unattacked, like a Red Cross doctor.

Trouble over a receiver's certificate gives the financial community a feeling of uneasiness like to that of one who should find a machine gun behind the awnings of an ambulance wagon. Ideas such as these are responsible for the flutter which this incident has caused in financial circles here.

## German Capital Issues

Special Correspondence of The Annalist

BERLIN, July 11.—If it were not for the uncertain movements of the daily money and private discount rates the situation of the money market, in comparison with the two previous years, could be considered remarkably satisfactory. This is true, too, despite the demands of joint stock companies and limited liability companies for capital, which exceeded the capital required in the first half year of 1913 by the considerable sum of \$2,000,000.

New organizations, reorganizations, and capital increases of joint stock and limited companies for the first six months of 1914 amounted to \$163,874,000, a sum exceeded in the last eight years only in 1911 and 1912, and in the former year only by a small amount. The steadily growing ease of the money market probably explains the fact that while a gain over the preceding year of only a little more than \$1,250,000 was recorded in the first three months of the present year, the second quarter gain jumped to \$30,550,000, of which more than \$10,000,000 was gained in June.

None of the eight previous years, with the sole exception of 1909, closed its first half with so low a private discount rate for Berlin as did the six months just ended. The average rate for June, 1914, was 2.995 per cent. In all other years except 1909, when it was but 2.905 per cent., this rate exceeded 3 per cent., and in June, 1913, it was 5.647. It is true that the increase of the Berlin rate has been slightly greater since May than on other Bourses. In Paris the same rate has been maintained, and in Brussels, indeed, a reduction was registered.

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## British Investors' Purse String Is Long

### Subscriptions for New Securities in the London Market for First Half of This Year Exceed Those in 1913

Seemingly British investors have a purse with an endless string. Their power to absorb new securities it was thought had about reached the limit when in the first half of 1913 subscriptions in the London market attained the stupendous amount of £151,275,000, but according to The London Statist, the amount of new securities absorbed in the first half of the current year reached £166,280,000, or about £15,000,000 more than in the first half of 1913. Nor are there any signs that the British investors have subscribed for more securities than they can pay for. Indeed, the condition of the money market abroad would seem to indicate that they are prepared to go on investing freely, provided the issues are sufficiently attractive.

Most of the money raised in the half year just ended has been for strong borrowers. Governments, municipalities, and the railways have applied for a sum no less than £122,500,000 out of the total of £166,280,000. In the first half of last year the amount raised for the same classes of borrowers was not more than £100,000,000, and in the first six months of 1912 it was only £56,000,000. The issues for miscellaneous undertakings this year, however, have been considerable.

#### DISTRIBUTION OF CAPITAL

Purposes for which capital has been subscribed by Great Britain for Home, Colonial, and Foreign securities in the first halves of the last three years, as reported by The Statist, and the comparative amounts, are:

Class of Security.	1914.	1913.	1912.
Government .....	£70,225,105	£44,303,031	£12,080,237
Municipal .....	19,834,514	12,075,516	13,858,184
Railways .....	32,457,825	44,047,129	30,437,794
Banks .....	1,415,385	1,944,965	3,030,000
Breweries .....	911,300		280,300
Commercial, industrial, &c .....	12,701,907	21,095,365	17,404,198
Electric light and power .....	4,194,986	2,503,928	4,812,354
Fin., land, invest., and trust .....	7,594,088	6,290,292	6,984,225
Gas and water .....	865,346	892,410	1,100,187
Insurance .....	239,911	182,439	418,750
Iron, coal, steel, and engineering .....	3,168,020	4,154,564	5,971,505
Mines .....	1,101,500	2,363,804	3,186,833
Motor traction .....	1,028,500	678,750	131,812
Nitrate .....	285,000	180,000	
Oil .....	1,374,700	3,143,000	2,147,781
Rubber .....	482,945	906,044	1,086,540
Shipping .....	4,298,500	2,141,963	8,025,812
Tea and coffee .....	35,330	155,750	157,100
Tel. and telegraphs .....	244,000	502,000	2,614,970
Tramways .....	3,784,000	3,504,000	6,020,232
Grand total .....	£166,280,430	£151,275,002	£120,980,484

#### COLONIES HEAVY BORROWERS

A large part of the money raised this year has been for the Colonies. The amount of new capital provided for Canada for the six months was nearly £38,300,000, or about £1,000,000 more than in the first half of last year. For Australasia nearly £19,000,000 of money was raised and for South Africa nearly £10,000,000. In the aggregate the amount of capital supplied to India and the Colonies was over £73,000,000 for the six months against rather less than £60,000,000 in the first half of last year and £35,000,000 in the same period in 1912.

Colonial borrowings were particularly heavy in June, amounting to £11,700,000. Argentina continued to find money available in liberal quantities and the amount placed in that country for the first six months reached nearly £13,000,000 against £9,000,000 last year. Nearly £7,000,000 was provided for Brazil in June and £20,000,000 for the six months, but the latter amount included the Government loan of £11,000,000. Another loan is to be made to Brazil this month.

The money subscribed for Russia this year has been unusually large, amounting to about £11,000,000 for the first six months. Loans to the United States showed a distinct falling off in consequence of the contraction of business in this country and the comparatively insignificant amount of railway construction that has been under way here in the past year or so. For six months they reached £6,518,000, or about half of the sum that was loaned to this country in the first half of 1913.

The amounts of capital raised for the first six months this year in comparison with the two previous years, for the United Kingdom, India, the

Colonies and foreign countries respectively are shown to have been:

	1914.	1913.	1912.
United Kingdom .....	£82,975,275	£28,541,219	£28,850,526
India and Ceylon .....	3,436,398	3,438,067	3,302,818
Colonies .....	70,465,337	56,453,580	31,543,377
Foreign countries .....	59,463,420	65,842,796	50,274,763
Total .....	£166,280,430	£151,275,062	£120,980,484

The amount of capital raised publicly for the home enterprises of the United Kingdom for six months, it will be seen, was nearly £33,000,000, or about £8,000,000 more than for the corresponding period last year. Normally, British investors place about one-third of their savings abroad, but partly in consequence of the urgent demands of the Colonies a larger proportion has been invested abroad in recent months.

#### DUTCH INTEREST IN SHIPPING

### Helps to Account for Holland's Increasing Holdings of Mercantile Marine

Special Correspondence of The Annalist

AMSTERDAM, July 6.—Our people, who are heavily interested in the securities of the International Mercantile Marine Company, looked forward with great interest to the report of the company for the last year. What exactly may be the reason for the prepossession of our public in buying and constantly increasing their holdings of securities of this company will probably remain a riddle, but undoubtedly there must be some hidden reason causing our speculators, and to a certain extent also our investors, to put from year to year important sums of money, the former class of men into the shares, and the latter class into the bonds of that corporation. Perhaps the fact that we are a nation which has always been and is still greatly interested in the shipping trade has much to do with the leaning of our speculators and investors toward the securities of the American shipping combine.

The results for 1913 were favorable in comparison with previous years, the management being able to state a decided improvement over any previous year since the organization of the company. However, the results hardly came up to the expectations of our people. The combined income account showing a surplus of \$5,716,958, after meeting all fixed charges and operating expenses, as compared with a surplus of \$3,787,911 for the preceding year, was encouraging.

The low price at which the bonds of the company are selling is not explained by the earning capacity of the company. From the comparative statement of earnings and expenses it appears that gross earnings since 1911 have increased from \$38,193,546 to \$47,519,404, or about 25 per cent., and the net receipts from \$8,082,559 to \$9,567,047, or about 20 per cent., whereas the fixed charges during the same period have remained unchanged.

The cost of the company's properties, less the property sold or gone out of service, stands in the books at \$192,422,309, of which since the organization of the company an amount of \$22,973,159 has been deducted out of the reserve for depreciation. This reserve represents about 12 per cent. of the original cost price, and the amount set aside during last year, which is included in the reserve, represents only 3 per cent. of the present book value. A comparison with the figures of the important Dutch and German shipping companies shows that the deductions with the American company are not in proportion to the figures customary with the European companies. The Holland America Line wrote off during the latter years on the book value of its fleet on the average about 20 per cent. per year, and the Hamburg-American Line as well as the Norddeutsche Lloyd are writing off at about the same ratio.

#### Rumor of New German War Tax

Special Correspondence of The Annalist

BERLIN, July 11.—Despite the continued paralysis of the iron and steel market—which thus far shows no signs of participation in the improvement announced this week from America—the financial outlook appears hopeful. There is only one cloud on the horizon, and no notice appears to have been taken of this as yet. This is the possibility, perhaps a remote one, of another war tax, this time for the navy. Rumors have been in circulation for some days that more money would be demanded in the Autumn for the navy, and these rumors are beginning to take more definite form. Vorwärts, the chief Socialist organ, declares flatly that another such extraordinary tax is to be levied, and the Tageblatt is inclined to believe the report true.

Up to the present time there has been no official denial of the report. This, of course, may be due either to its vagueness or to the fact that it is true.

## Six Months' Banking and Trade in Germany

### Business in First Half of 1914 Was Lighter, Profits Smaller, and Boerse Shared in Worldwide Lethargy

Special Correspondence of The Annalist

BERLIN, July 9.—The first half of the business year has passed. What of results? So far as the Boerse is concerned, the first six months of 1914 were, upon the whole, a disappointment. The movement of stock and bond prices by no means justified the hopes that were raised in January and February. Home loans, indeed, are higher than at the beginning of the year, but they have lost about half of the advance they had made by the end of March.

The only three railways owned by German capital—namely, Lubeck-Buchen, Anatolian, (Asia Minor,) and Shantung, (China)—had an average quotation of 141 at the December settlement; at the June settlement it was 139.62. The five leading steamship companies fell from an average of 172.57 to 163.95 in June; the five biggest joint-stock banks of Berlin from 171.10 to 166.10; five great electrical companies, three manufacturing companies, one a financing and promoting concern, and the other a generating and tracting plant in South America, fell from 185.70 to 183.10. These losses, however, are to some extent mitigated by the fact that most of these companies paid their dividends between January and June. On the other hand, the leading mixed coal and iron companies lifted their average quotation from 168.81 to 172.53; but here, per contra, must be taken into consideration the fact that these companies end their business year on June 30; their present price therefore embraces the earnings for an entire year.

On the other hand, the aggregate price movement of all the securities, home and foreign, on the Berlin time-list, of which there are 86, during the last three months was a distinct disappointment. At the March settlement the average price of these stocks and bonds was 147; at the June settlement it was 140.25. The fall was almost wholly in stocks; for these alone the loss was from 167.53 to 158.44.

#### WORLDWIDE LETHARGY

This reaction in prices was accompanied by such a state of lethargy as the Boerse has seldom seen; and it became more pronounced from month to month. The stamp tax on security transfers yielded in May 32 per cent. less for all the German Exchanges than in May 1913; and it is certain that June will show a still less favorable result. Thus the dullness of the New York Stock Exchange is by no means an isolated phenomenon; the Berlin Boerse shows exactly similar conditions, and the other European stock markets are certainly doing no better than Berlin. Inactivity in stock operation is indeed a worldwide phenomenon, and those persons who are explaining the dullness of Wall Street by saying it is due to the tariff, to the proposed anti-trust legislation, to the delay of the rate decision, should first take up the larger question, why all the world's stock markets are now passing through a period of pronounced inactivity.

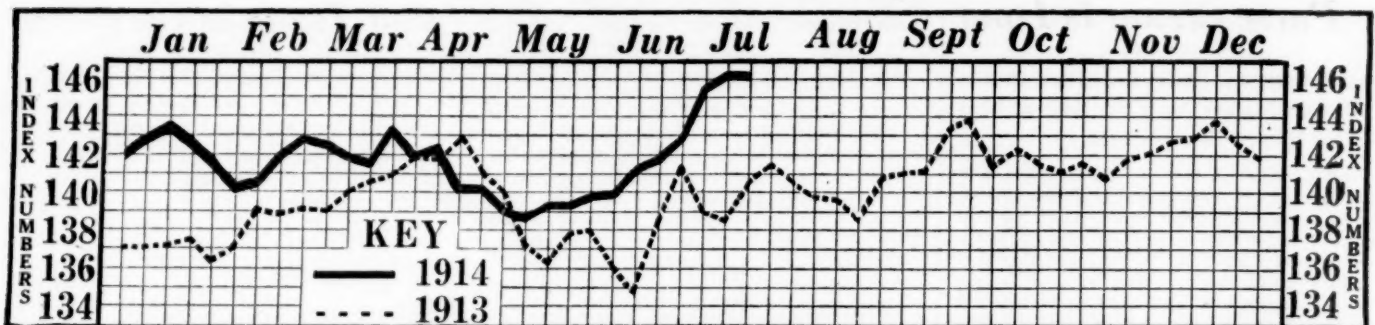
About the only hope of the German financial community that has been fully realized this year is in connection with the money market. It was expected when the year 1913 ended that it would be followed by a year of easy money. The average private discount rate at Berlin during the last half year was only 2.86 per cent., as compared with 4.96 per cent. for the corresponding time in 1913. With the exception of two years the Berlin rate was the lowest since 1895. Moreover, the Berlin rate averaged only 0.18 per cent. higher than that of Paris, whereas it usually averages more than 1 per cent. above Paris.

#### STEEL POOLS

A striking illustration of the demoralized state of the finished steel market is that the prices of plates and bars are, for the most part, lower than those of the crude steel from which they are rolled. Under these conditions it is expected that the dividends of iron companies for the business year just ended will have to be reduced. The bar steel manufacturers reached an agreement about a fortnight ago that if their organization shall not have been perfected by the end of July they will drop their negotiations as hopeless.

In the machinery trade, also, business has grown considerably worse this year. The number of workmen seeking employment has become greater and greater, while the situations open for them have grown fewer. This trade shows the most unfavorable situation since the year 1910 in respect to its labor conditions.

## The Cost of Living



An index number is a means of showing fluctuations in the average price of a group of commodities. The Annalist Index Number shows the fluctuations in the average wholesale price of twenty-five food commodities selected and arranged to represent a theoretical family's food budget.

## Barometrics

## THE ANNALIST INDEX NUMBER

Weekly Averages.—			Years' Averages.—		
July 18.....	146.25	1913.....	139.98	1900.....	99.39
July 11.....	146.28	1912.....	143.25	1896.....	80.09
July 4.....	145.49	1910.....	137.17	1890.....	109.25

## FINANCE

	Past Week.	Week Before.	Year To Date.	Same Period, 1913.
Sale of stocks, shares.....	1,577,614	1,069,898	41,115,795	48,469,821
Av. price of 50 stocks.....	High 67.88	High 69.08	High 73.30	High 79.10
	Low 66.11	Low 67.58	Low 65.24	Low 63.09
Sale of Bonds, par value.....	\$10,254,600	\$9,942,000	\$398,968,600	\$301,542,300
Average net yield of ten savings bank bonds.....	4.18%	4.18%	4.21%	4.23%
New security issues.....	\$10,351,000	\$27,550,000	\$1,051,678,731	\$1,186,747,287
Refunding.....		1,780,000	214,531,770	237,711,000

## POTENTIALS OF PRODUCTIVITY

Copper and Iron Produced			
	June.	1913.	Six Months, 1913.
Tons of pig iron.....	1,917,785	2,628,565	12,402,015
Pounds of copper.....	141,345,571	121,860,853	835,137,652

American Copper Consumed			
	June.	1913.	Six Months, 1913.
At home, pounds.....	46,227,353	68,452,571	330,103,117
Exported, pounds.....	73,350,196	68,067,901	489,822,739
Total, pounds.....	119,577,549	136,520,472	819,925,856

## Cotton Movement and Consumption

	Past Week.	Same Week in 1913.	Sept. 1 to Latest Date, This Year.	Last Year.
Cotton, "into sight," bales.....	19,531	35,648	14,385,175	13,696,636
American mill takings.....	28,345	45,925	5,496,358	5,315,361
World's takings of American.....	125,833	193,138	13,527,685	13,464,804

(Total movement is for 320 days this season and 321 days last season.)

## The Metal Barometer

	End of June, 1914.	End of June, 1913.	End of May, 1914.	End of May, 1913.
Daily pig iron capacity, tons.....	63,698	88,020	64,514	90,220
U. S. Steel's orders, tons.....	4,032,857	5,807,317	3,998,160	6,324,322
World's copper stocks, lbs.....	180,635,463	152,191,004	156,829,041	157,567,425
American copper stocks, lbs.....	106,110,663	52,904,606	84,342,641	67,474,225

## Building Permits

	June, 122 Cities.	1913.	May, 137 Cities.	1913.
	\$71,573,386	\$74,025,741	\$76,338,749	\$80,776,267

## Migration

	May, 1914.	1913.	Eleven Months, 1913-14.	1912-13.
Inbound (alien only).....	107,796	137,262	1,146,752	1,021,631
Outbound (alien only).....	23,544	19,151	264,925	285,260
Balance.....	+84,252	+118,131	+881,827	+736,371

## OUR FOREIGN TRADE

	May, 1914.	1913.	Eleven Months, 1913-14.	1912-13.
Exports.....	\$161,650,203	\$191,955,809	\$2,207,424,688	\$2,302,479,233
Imports.....	163,637,386	133,723,713	1,795,885,740	1,681,762,357
Excess of exports..	*\$1,987,183	\$57,332,087	\$471,538,948	\$620,716,876

\*Excess of imports.

## Exports and Imports at New York

	Exports, 1914.	1913.	Imports, 1914.	1913.
Week ended July 11.....	\$11,529,066	\$13,537,978	\$16,398,741	\$13,505,621
Twenty-eight weeks.....	495,008,229	502,896,760	539,551,158	510,406,790

## WEEK'S PRICES OF BASIC COMMODITIES

	Current	Range since Jan. 1.	Mean price of other years.	Mean price of 1913.	Mean price of 1912.
Copper: Lake, per pound.....	13.875	15.125-13.875	14.50	16.125	13.907
Cotton: Spot, middling upland, per lb.....	13.25	14.50-12.50	13.40	13.10	11.47
Hemlock: Base price per 1,000 feet.....	24.50	24.50-24.50	24.50	23.75	21.65
Hides: Packer No. 1, Native, per pound.....	2.50	2.50-1.750	1.875	1.825	1.75
Petroleum: Crude, per bbl.....	1.70	2.50-1.70	2.00	2.25	1.67
Pig iron: Bessemer, at Pitts., per ton.....	15.15	14.90-15.025	15.025	17.925	15.94
Rubber: Up-river, fine, per pound.....	.70	.78-.60	.735	.905	1.13
Silk: Raw, Italian, classical, per pound.....	4.70	4.45-4.75	4.40	3.847	
Steel billets at Pittsburgh, per ton.....	21.00	19.00-21.00	20.00	24.25	22.38
Wool: Ohio X, per pound.....	.29	.29-.25	.26	.27	.28

## MEASURES OF BUSINESS ACTIVITY

## Bank Clearings

Percentage figures show gains or losses in comparison with a year before.

	The past week.	P. C.	The week before.	P. C.	The year to date.	P. C.
1914.....	\$3,179,232,553	+ 4.1	\$3,309,519,301	+11.0	\$95,622,449,565	- 0.4
1913.....	3,053,640,228	- 1.2	2,982,587,637	- 9.9	96,012,016,133	+ 0.1
1912.....	3,089,023,058	+ 1.6	3,311,741,700	+10.3	95,879,260,236	+ 7.1
1911.....	3,049,679,898	+11.1	3,002,619,227	- 1.2	89,520,628,758	- 1.3
1910.....	2,744,979,986	- 8.5	3,035,125,412	+15.6	90,667,433,048	+ 1.9
1909.....	3,017,051,859	+19.0	2,624,613,684	+ 2.4	89,005,132,558	+28.6
1908.....	2,531,789,631	- 7.8	2,556,658,192	-12.7	69,191,713,781	-19.1
1907.....	2,743,755,636	+ 2.9	2,928,417,719	+ 7.1	85,568,997,434	- 3.1

## Gross Railroad Earnings

	*First Week in July.	Fourth Week in June.	†All May.	‡July 1 to May 31.
This year.....	\$8,570,691	\$9,977,028	\$129,548,141	\$1,514,728,702
Same last year.....	8,647,283	10,765,558	139,753,111	1,551,141,910
Gain or loss.....	-\$76,592	-\$788,530	-\$10,204,970	-\$36,413,208
	-0.9%	-7.3%	-7.3%	-2.3%

\*31 roads. ‡23 roads. †37 roads.

## The Car Supply

	July 1, 1914.	June 15, 1914.	1913.	1912.	1911.	1910.	1909.	1908.
Netsurplus of all freight cars.....	219,545	232,334	63,704	64,024	163,621	143,824	259,697	303,042

## THE CREDIT POSITION

## Cost of Money

	Last Week.	Previous Week.	Since Jan. 1 High.	Low.	—Same Week— 1913.	1912.
Call loans in New York.....	2 1/2 @ 3	2 1/2 @ 3	10	1 1/2	2 1/2 @ 2 1/2	2 @ 3
Time loans in New York, (60-90 days).....	2 1/2 @ 3 1/4	2 1/4 @ 3	4 1/4	2	4 @ 5	3 1/4 @ 3 1/4
Commercial discounts:						
New York.....	4 @ 4 1/2	3 3/4 @ 4 1/4	5 1/4	3 1/4	6 @ 6 1/4	4 1/2 @ 4 1/4
Chicago.....	5 1/2	5 1/2	7	5	7	5
Philadelphia.....	4 @ 4 1/2	4 @ 4 1/2	6 1/2	3 1/2	6 @ 6 1/4	4 1/2 @ 4 1/4
Boston.....	4 1/4 @ 4 1/4	4 @ 4 1/2	6	3 1/4	6 @ 6 1/2	4 1/2 @ 4 1/4
St. Louis.....	4 1/2	4 1/2	6 1/4	4 1/2	6	6
Minneapolis.....	6	6	7	6	6	6
New Orleans.....	7 @ 8	7 @ 8	8	7	7 @ 8	6 @ 8

## New York Banking Position

(Both Banks and Trust Companies. Average Figures.)

	Loans.	Deposits.	Cash.	Reserve.
Last week.....	\$2,070,058,000	\$1,951,456,000	\$455,576,000	23.34%
Week before.....	2,100,262,000	1,980,989,000	453,766,000	22.95%
Same week, 1913.....	1,931,092,000	1,791,480,000	426,441,000	23.80%
This year's high.....	2,139,398,000	2,062,770,000	515,426,000	25.08%
on week ended.....	May 16	May 16	May 23	Jan. 24
This year's low.....	1,874,614,000	1,717,649,000	398,820,000	22.95%
on week ended.....	Jan. 3	Jan. 3	Jan. 3	July 11

## Condition of All National Banks

Loans and discounts, cash, and the ratio of cash to loans of all the national banks of the country at the time of the Controller's call have been (in round millions):

	Mar. 4, 1914.	Jan. 13, 1914.	Apr. 4, 1913.	Apr. 18, 1912.	Mar. 7, 1911.	Mar. 20, 1910.	Apr. 28, 1909.	May 14, 1908.
Loans and discounts.....	\$6,357	\$6,175	\$6,178	\$5,882	\$5,558	\$5,432	\$4,963	\$4,528
Cash.....	968	981	888	931	808	834	878	861
P. c. of cash to loans.....	15.2	15.9	14.4	15.8	14.5	15.4	17.7	19.0

## Specie Movement at the Port of New York

	Week ended July 11:	Imports.	Exports.	Excess of Exports.
Silver.....	\$61,093	\$1,101,675	\$1,040,582	\$61,093
Gold.....	137,329	119,770	17,559	17,559
Total.....	\$198,422	\$1,221,445	\$1,102,137	\$119,286
Twenty-eight weeks:				
Silver.....	\$5,189,101	\$21,508,452	\$16,319,351	\$5,189,101
Gold.....	4,974,268	82,271,568	77,297,300	4,974,268
Total.....	\$10,163,369	\$103,780,020	\$93,616,651	\$10,163,369

\*Excess of Imports.

## The Week's Commercial Failures

	Week Ended July 16, 1914.	Week Ended July 17, 1913.	Week Ended July 18, 1912.
To-Over	To-Over	To-Over	To-Over
East.....	148	63	117
South.....	125	39	58
West.....	65	28	51
Pacific.....	54	17	46
United States.....	392	147	272
Canada.....	37	18	36

## Failures by Months

	June, 1914.	1913.	1914.	Six Months, 1913.	1912.
Number.....	1,160	1,145	8,543	8,163	8,317
Liabilities.....	\$57,881,264	\$20,767,425	\$185,099,730	\$132,909,061	\$108,012,223



# Money and Banking

BOTH call and time money hardened toward the middle of last week, but this was followed by a reaction which brought the renewal rate for call loans from 3 per cent. down to 2½ per cent., accompanied by an easing of time rates. Call money is now ruling about one-half of 1 per cent. above the rate prevailing at this time last year, but time money is much lower than it was a year ago. The bank statement on Saturday showed a cash gain of over \$9,600,000, a large decrease in loans, and a gain of more than \$14,500,000 in surplus. Sterling exchange declined, showing a net fall of 55 points for the week. A good many finance bills were drawn. Sterling exchange in Paris, after having risen a little following the placing of the French loan, dropped sharply, closing at a decline of 2 centimes.

## Bank Clearings

For the week ended Saturday noon. Reported by telegraph to The Annalist

Central Reserve Cities:	Last Week.		Twenty-nine Weeks.		Year's Change.
	1914.	1913.	1914.	1913.	P. C.
New York	\$1,725,294,106	\$1,609,877,674	\$54,073,605,350	\$54,508,744,621	- 0.8
Chicago	312,488,477	303,649,624	9,268,327,384	8,061,571,862	+ 3.4
St. Louis	77,551,394	78,371,258	2,302,733,397	2,294,282,477	+ 0.5
Total 3 c. r. cities	\$2,115,333,947	\$1,991,898,556	\$65,644,666,131	\$65,761,599,000	- 0.2
Reserve Cities:					
Baltimore	\$39,463,000	\$37,022,254	\$1,050,172,482	\$1,132,607,349	- 7.3
Boston	139,069,536	179,828,115	4,578,323,474	4,708,375,871	- 2.8
Cincinnati	29,621,200	26,469,750	772,321,855	750,895,150	+ 2.9
Cleveland	29,162,348	27,383,926	732,322,008	713,393,892	+ 2.7
Detroit	28,494,383	29,466,933	780,211,987	718,674,267	+ 8.5
Kan. City, Mo.	55,002,681	54,717,568	1,439,484,097	1,525,135,503	- 5.6
Louisville	12,511,776	13,991,494	409,951,748	416,466,054	- 1.6
Minneapolis	22,993,077	22,062,419	675,118,171	639,417,336	+ 5.6
New Orleans	16,167,522	16,265,869	539,537,884	530,540,965	+ 1.7
Omaha	15,202,642	17,100,778	488,547,741	488,062,503	- 0.02
Philadelphia	162,321,855	161,230,731	4,091,315,543	4,821,038,147	- 2.7
Pittsburgh	32,179,409	36,671,282	1,062,070,885	1,062,070,885	- 0.0
St. Paul	12,761,940	9,368,329	317,859,627	281,416,356	+ 12.9
San Francisco	33,222,686	31,431,092	1,399,171,777	1,407,357,161	- 0.6
Seattle	14,279,526	13,014,127	358,427,486	352,621,656	+ 1.7
Tot. 15 res. cit.	\$702,484,461	\$716,055,287	\$19,749,433,705	\$20,179,690,405	- 2.1
Grand total	\$2,817,818,408	\$2,707,953,843	\$85,394,100,886	\$85,941,289,405	- 0.6

The twenty-ninth week of this year compares with the twenty-ninth week of last year as follows:

Three central reserve cities	.....	Increase	\$123,435,391	or	6.2%
Fifteen reserve cities	.....	Decrease	\$13,570,826	or	1.0%
Total eighteen cities, representing 80% of all reported clearings	.....	Increase	\$109,864,565	or	4.1%

The elapsed twenty-nine weeks of this year compare with the corresponding twenty-nine weeks of last year as follows:

Three central reserve cities	.....	Decrease	\$116,732,369	or	0.2%
Fifteen reserve cities	.....	Decrease	\$39,256,640	or	2.1%
Total eighteen cities, representing 80% of all reported clearings	.....	Decrease	\$46,989,500	or	0.6%

## EUROPEAN BANKS LAST WEEK

BANK OF ENGLAND			
	1914.	1913.	1912.
Bullion	\$40,054,654	\$38,229,205	\$40,962,471
Reserve	29,189,000	27,287,850	30,068,111
Notes reserve	27,593,000	25,718,655	28,625,780
Reserve to liability	52 1/4 %	53 3/4 %	51 1/2 %
Circulation	29,315,000	29,391,355	29,344,360
Public deposits	13,319,000	10,400,168	17,580,586
Other deposits	42,485,000	40,708,936	41,376,111
Government securities	11,005,126	12,756,539	13,983,553
Other securities	33,623,000	29,122,032	32,936,426
Discount rate	3%	4 1/2 %	3%

BANK OF FRANCE			
	1914.	1913.	1912.
Gold	4,092,675,000	3,328,675,000	3,284,000,000
Silver	639,735,000	623,850,000	806,225,000
Circulation	6,067,085,000	5,567,462,945	5,201,261,470
General deposits	929,037,000	622,474,664	714,979,751
Bills discounted	1,606,805,000	1,574,622,534	1,178,450,111
Treasury deposits	289,893,000	273,698,657	236,250,308
Advances	726,110,000	738,094,757	675,871,001
Discount rate	3%	4%	3%

BANK OF GERMANY			
	1914.	1913.	1912.
Gold and silver	1,681,603,000	1,422,880,000	1,280,960,000
Loans and discounts	867,349,000	1,059,420,000	1,161,080,000
Circulation	1,994,564,000	1,933,660,000	1,740,020,000
Discount rate	4%	6%	4 1/2 %

BANK OF NETHERLANDS			
	1914.	1913.	1912.
Gold	160,606,287	145,261,642	145,069,729
Silver	8,092,435	7,848,780	11,381,100
Bills discounted	94,682,805	99,900,441	85,910,610
Advances	67,688,890	85,164,608	75,185,963
Circulation	321,891,150	325,992,950	305,683,275
Deposits	6,868,340	10,792,931	5,127,253
Discount rate	3 1/2 %	6%	4%

## COURSE OF FOREIGN SECURITIES

	Range for 1914 to Date.		Range for 1913.	
	Last Sale.	High. Low.	High. Low.	
Argentine Int. 5s, 1909	97 1/2	98 95	99 1/2 95	
British Consols	75 11-16	77 1/2 71 7-16	75 1/2 71 1-16	
Chinese Railway 5s	88	90 88	92 85	
French Rentes, 3 per cents	82.07 1/2	88.47 1/2 82.07 1/2	89.90 83.35	
German Imperial 3s	75	78 75	77 1/2 72 3/4	
Japanese 4 1/2s, 1st series	89 3/4	90 3/4 86	90 3/4 83 1/4	
Republic of Cuba 5s	101 1/2	101 1/2 99	102 1/2 99 1/2	
Russian 4s, Series 2	86	89 1/2 86	91 1/2 87	
U. S. of Mexico s. f. 5s of 1899	79 1/4	85 77	95 1/2 87 1/2	
U. S. of Mexico 4s of 1904	65	68 65	87 1/2 71	

## Clearing House Institutions

Actual Condition Saturday Morning, July 18, with Changes from the Previous Week

	Banks.	Trust Companies.	All Members.
Loans	\$1,418,456,000	\$31,900,000	\$635,887,000
Deposits	1,460,926,000	20,642,000	483,305,000
Cash	385,965,000	10,946,000	73,874,000
Reserve	26.41% +	1.10% +	15.28% +
Surplus	29,733,500	16,106,500	1,378,250

### Loans, Deposits, and Cash Compared

Taking the Clearing House banks alone, because the trust companies have no Clearing House record back of 1911, the items loans, deposits, and cash compare with corresponding weeks of other years thus (average figures):

	Loans.	Deposits.	Cash.		Loans.	Deposits.	Cash.
1914.	\$1,431,548,000	\$1,471,170,000	\$383,280,000	1910.	\$1,188,473,400	\$1,177,110,200	\$321,420,200
1913.	1,357,749,000	1,376,338,000	363,711,000	1909.	1,345,586,500	1,423,472,800	390,437,400
1912.	1,379,706,600	1,413,413,000	367,832,000	1908.	1,294,088,300	1,346,013,200	389,231,700
1911.	1,386,581,000	1,422,348,000	369,447,000	1907.	1,105,250,000	1,072,991,300	277,335,900

## MEMBERS OF CLEARING HOUSE ASSOCIATION

NATIONAL AND STATE BANKS—Average Figures

	Capital and Net Profits.	Loans and Discounts.	Legal Net Deposits.	Legals and Specie.
Bank of N. Y., N. B. A.	\$6,346,800	\$22,844,000	\$21,235,000	\$5,541,000
Bank of Manh. Co.	6,709,000	37,770,000	43,100,000	10,513,000
Merchants' National Bank	4,097,700	20,956,000	21,104,000	5,520,000
Mech. & Metals Nat. Bank	14,874,000	82,176,000	87,925,000	21,986,000
Bank of America	7,886,600	26,670,000	27,741,000	7,028,000
National City Bank	57,916,000	195,923,000	189,770,000	51,426,000
Chemical National Bank	10,755,000	28,671,000	24,510,000	6,196,000
Merch. Exch. Nat. Bank	1,761,900	8,653,000	8,296,000	2,653,000
Nat. B. & Drovers' Bank	411,100	1,937,000	2,197,000	633,000
Greenwich Bank	1,570,100	9,546,000	10,720,000	2,720,000
Am. Exch. Nat. Bank	9,086,300	47,645,000	48,064,000	12,136,000
Nat. Bank of Commerce	41,690,000	138,732,000	118,824,000	30,358,000
Pacific Bank	1,500,800	5,210,000	5,071,000	1,588,000
Chat. & Phen. Nat. Bank	3,607,900	21,007,000	21,875,000	5,547,000
People's Bank	655,800	1,878,000	2,306,000	560,000
Hanover National Bank	18,054,800	79,125,000	89,253,000	22,963,000
Citizens' Cent. Nat. Bank	4,921,200	22,969,000	22,393,000	5,738,000
Market & Fulton Nat. Bank	2,948,100	3,574,000	8,749,000	2,315,000
Metropolitan Bank	3,779,400	11,108,000	11,102,000	3,013,000
Corn Exchange Bank	10,416,000	64,209,000	70,883,000	19,594,000
Imp. & Traders' Nat. Bank	9,176,000	27,476,000	25,212,000	6,777,000
Nat. Park Bank	19,344,700	92,642,000	95,974,000	24,181,000
East River Nat. Bank	315,200	1,544,000	1,787,000	408,000
Second National Bank	3,870,500	14,170,000	12,836,000	3,163,000
First National Bank	33,177,700	114,749,000	109,197,000	30,965,000
Irving National Bank	7,468,900	46,340,000	49,827,000	12,641,000
Bowery Bank	1,030,000	3,174,000	3,457,000	855,000
N. Y. Co. National Bank	2,416,800	8,506,000	9,063,000	2,303,000
German-American Bank	1,456,200	4,256,000	4,102,000	1,043,000
Chase National Bank	14,645,700	100,070,000	115,623,000	39,858,000
Fifth Avenue Bank	2,191,600	13,126,000	14,843,000	3,813,000
German Exchange Bank	1,006,300	3,108,000	3,700,000	937,000
Germania Bank	1,209,500	4,915,000	5,003,000	1,397,000
Lincoln National Bank	2,789,800	15,819,000	16,498,000	4,398,000
Garfield National Bank	2,290,100	9,176,000	9,097,000	2,080,000
Fifth National Bank	755,000	3,943,000	4,230,000	1,060,000
Bank of the Metropolis	3,089,900	13,268,000	13,402,000	3,366,000
West Side Bank	959,700	3,777,000	4,578,000	1,150,000
Seaboard National Bank	3,598,500	25,804,000	30,432,000	8,075,000
Liberty National Bank	3,844,800	24,514,000	27,436,000	7,282,000
N. Y. Produce Exch. Bank	1,928,300	9,460,000	11,025,000	3,039,000
State Bank	2,250,700	19,342,000	24,106,000	6,077,000
Security Bank	1,345,500	11,103,000	13,001,000	3,119,000
Coal & Iron Nat. Bank	1,004,900	6,974,000	7,143,000	1,866,000
Union Exch. Nat. Bank	2,008,000	9,785,000	9,948,000	2,545,000
Nassau Nat. Bank, B'klyn.	2,121,700	8,229,000	7,317,000	1,818,000

All banks, average.....\$355,340,300 \$1,431,548,000 \$1,471,170,000 \$383,280,000

Actual total, Sat. A. M. \$355,340,300 \$1,431,548,000 \$1,471,170,000 \$383,280,000  
Average reserve, all banks, 26.06 per cent. Actual reserve Saturday morning, 24.74 per cent.

## TRUST COMPANIES—Average Figures

	Capital and net Profits.	Loans and Discounts.	Legal Net Deposits.	Legals and Recognized Reserve Deposits.
Brooklyn Trust Co.	\$5,206,700	\$26,672,000	\$21,074,000	\$3,163,000
Bankers' Trust Co.	23,065,500	127,702,000	101,979,000	15,344,000
U. S. Mort. & Trust Co.	6,211,400	38,118,000	30,075,000	4,429,000
Astor Trust Co.	2,451,300	21,234,000	15,348,000	2,294,000
Title Guar. & Trust Co.	16,614,000	33,561,000	21,097,000	3,305,000
Guaranty Trust Co.	31,222,100	192,020,000	186,942,000	20,555,000
Fidelity Trust Co.	2,307,900	7,678,000	6,104,000	966,000
Law, Title Ins. & Trust Co.	9,388,900	15,616,000	11,783,000	1,804,000
Colum.-Knicker Trust Co.	9,348,300	48,383,000	38,716,000	5,841,000
People's Trust Co.	2,596,800	15,948,000	14,992,000	2,268,000
New York Trust Co.	14,545,300	46,913,000	30,546,000	4,616,000
Franklin Trust Co.	2,165,500	10,482,000	7,207,000	1,080,000
Lincoln Trust Co.	7,555,700	9,998,000	8,778,000	1,329,000
Metropolitan Trust Co.	7,892,600	29,970,000	20,807,000	3,151,000
Broadway Trust Co.	2,348,500	14,215,000	14,148,000	2,131,000

Average.....\$136,890,500 \$638,510,000 \$480,280,000 \$72,206,000 \$64,833,000

Actual total, Sat. A. M. \$136,890,500 \$638,510,000 \$480,280,000 \$72,206,000 \$64,833,000

	Specie.	Leg. Tenders.	Specie.	Leg. Tenders.
Banks	\$309,777,000	\$73,503,000	\$313,017,000	\$72,948,000
Trust companies	65,743,000	6,553,000	67,058,000	6,819,000
Total	\$375,520,000	\$80,056,000	\$380,075,000	\$79,767,000

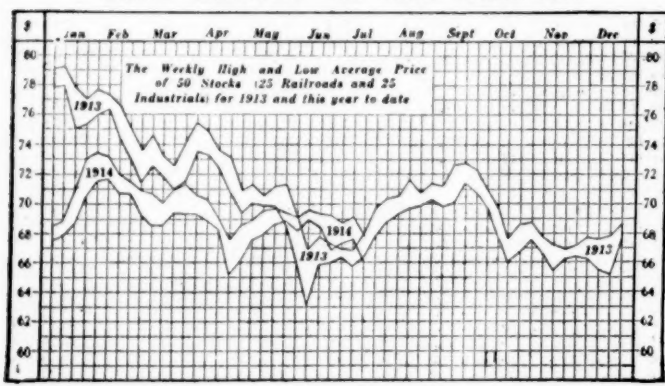
## INTEREST AND EXCHANGE

Money rates at New York during the week were as follows: On call, 2@3 per cent.; renewal rate, 2½@3 per cent.; 60 days, 2½@3 per cent.; 90 days, 2½@3½ per cent.; six months, 3½@4½ per cent. Sterling exchange ranged from \$4

# The Stock Market

A GOOD deal of liquidation and heavy bear pressure was encountered by the stock market last week. With the exception of Missouri Pacific, which was helped by the formation of protective committees which indicated the laying of plans for strengthening that property, and of Union Pacific, which rose on the court decision permitting the distribution of its Baltimore & Ohio holdings, all the active stocks showed losses for the week ranging from a fraction to nearly 7 points. Besides a number of less active stocks suffered severe declines. The Interstate Commerce Commission's report on New Haven was an adverse factor, and a good deal of influence was exerted by rumors that the long-awaited freight-rate decision would grant very little increase to the railways.

## The Course of the Market



## STOCK MARKET AVERAGES

The average quotations of twenty-five leading railroad and twenty-five industrial issues and of the two groups of stocks combined last week:

RAILROADS									
High.	Low.	Last.	Ch'ge.		High.	Low.	Last.	Ch'ge.	
July 13..77.11	76.05	76.35	-.57		July 16..76.06	75.29	75.77	-.11	
July 14..76.72	75.87	76.54	+.19		July 17..75.76	74.65	75.07	-.70	
July 15..76.65	75.42	75.88	-.66		July 18..75.48	74.88	75.31	+.24	

INDUSTRIALS									
High.	Low.	Last.	Ch'ge.		High.	Low.	Last.	Ch'ge.	
July 13..58.66	58.02	58.12	-.43		July 16..58.14	57.84	58.03	+.06	
July 14..58.42	57.96	58.34	+.22		July 17..58.13	57.69	57.82	-.21	
July 15..58.27	57.80	57.97	-.37		July 18..58.02	57.85	57.96	+.14	

COMBINED AVERAGE									
High.	Low.	Last.	Ch'ge.		High.	Low.	Last.	Ch'ge.	
July 13..67.88	67.03	67.23	-.53		July 16..67.10	66.56	66.90	-.02	
July 14..67.57	66.91	67.44	+.21		July 17..66.94	66.17	66.44	-.46	
July 15..67.46	66.11	66.92	-.52		July 18..66.75	66.36	66.63	+.19	

### YEARLY HIGHS AND LOWS

Railroads.		Industrials.		Combined.	
High.	Low.	High.	Low.	High.	Low.
1914 (to date)..84.9 Jan.	75.0 Apr.	61.7 Jan.	55.5 Apr.	73.3 Jan.	65.2 Apr.
1913 .....	91.4 Jan.	75.3 June	67.1 Jan.	50.3 June	79.1 Jan.
1912 .....	97.3 Oct.	88.4 Dec.	74.5 Sept.	61.7 Feb.	85.8 Sept.
1911 .....	99.6 Jan.	84.4 Sept.	60.7 Jan.	54.7 Sept.	84.4 Jan.

## RECORD OF TRANSACTIONS

Week Ended July 18, 1914.

STOCKS (Shares.)			
	1914.	1913.	1912.
Monday .....	275,846	77,678	196,802
Tuesday .....	241,166	93,931	242,339
Wednesday .....	360,043	301,864	292,357
Thursday .....	297,437	204,848	244,291
Friday .....	295,509	320,345	307,649
Saturday .....	107,613	121,410	81,278

Total week .....	1,577,614	1,120,076	1,364,716
Year to date .....	41,115,795	48,469,821	74,712,335

BONDS (Par Value.)			
	1914.	1913.	1912.
Monday .....	\$2,054,000	\$1,017,000	\$2,565,000
Tuesday .....	1,924,000	1,205,000	2,379,500
Wednesday .....	2,042,100	1,474,000	2,132,500
Thursday .....	1,745,000	1,341,500	1,807,500
Friday .....	1,693,000	1,644,500	1,998,000
Saturday .....	796,500	740,000	570,000

Total week .....	\$10,254,600	\$7,422,000	\$11,452,500
Year to date .....	\$398,968,600	\$301,542,300	\$441,897,000

In detail last week's transactions compare as follows with the corresponding week last year:

	July 18, '14.	July 18, '13.	Increase.
Railroad and miscel. stocks.....	1,577,514	1,120,066	457,448
Bank stocks .....	100	10	*10
Mining stocks .....	100	100	0
Railroad and miscel. bonds.....	\$9,833,000	\$6,855,000	\$2,978,000
Government bonds .....	41,600	108,000	*66,400
State bonds .....	141,000	50,500	90,500
City bonds .....	239,000	408,500	*169,500
Total, all bonds.....	\$10,254,600	\$7,422,000	\$2,832,600

\*Decrease.

## FINANCIAL CHRONOLOGY

### Monday, July 13

Stock market closes under selling pressure, induced by Interstate Commerce Commission's severe arraignment of the former New Haven management. Money on call 2½@3 per cent. Demand sterling declines 5 points, to \$4.8745.

### Tuesday, July 14

Stock market rallies after an early period of weakness. Money on call, 2@2½ per cent. Demand sterling declines 15 points, to \$4.8730. Pacific Coast Company reduces the quarterly dividend rate on its common and second preferred stocks from 1½ to 1 per cent. Court of Appeals hands down decision unanimously affirming the right of the Union Pacific to distribute the special dividend declared some time ago among its common stockholders to the exclusion of its preferred stockholders. Two protective committees formed to look after the interests of Missouri Pacific bondholders.

### Wednesday, July 15

Stock market under selling pressure, with many issues at new low levels. Protective committee formed for Missouri Pacific stockholders. Money on call, 2@3 per cent. Demand sterling declines 15 points, to \$4.8715.

### Thursday, July 16

Stock market closes with a recovery from early depression. Money on call, 2@2½ per cent. Demand sterling declines 10 points, to \$4.8705.

### Friday, July 17

Stock market under selling pressure, particularly the minor railroad issues. Money on call, 2@2½ per cent. Demand sterling declines 15 points, to \$4.8690.

### Saturday, July 18

Stock market closes at a recovery from early heaviness. Bank statement shows an increase in actual surplus reserve of \$14,534,450.

## GOVERNMENT FINANCE

RECEIPTS.			July 1 to July 15.
	1913-14.	1912-13.	
Revenues:			
Customs .....	\$11,410,344.25	\$10,811,932.77	
Internal revenue—			
Ordinary .....	12,014,931.11	12,463,131.68	
Corporation and income tax .....	5,833,162.38	1,675,730.56	
Miscellaneous .....	15,339,030.60	1,685,517.74	
Total .....	\$44,597,468.34	\$26,636,312.75	
Public Debt:			
Proceeds of sales of bonds—			
Postal savings .....		1,116,880.00	
Grand total of receipts .....	\$44,597,468.34	\$27,753,192.75	

DISBURSEMENTS.			July 1 to July 15.
	1913-14.	1912-13.	
Ordinary:			
Pay warrants issued .....	33,778,966.17	43,998,756.28	
Interest on the public debt .....	3,307,367.71	3,459,264.23	
Total .....	\$37,086,333.88	\$47,458,020.51	
Less unexpended balances repaid .....	1,572,761.78	761,707.06	
Net ordinary disbursements .....	\$35,513,572.10	\$46,696,313.45	
Excess of revenue receipts .....	\$9,083,896.24	\$20,060,000.70	
Public Debt:			
Bonds, notes, and certificates retired .....	2,370.00	1,200.00	
Panama Canal:			
Pay warrants issued .....	3,338,686.97	1,000,022.59	
Grand total of disbursements .....	\$38,854,629.07	\$47,697,536.04	
Net excess of all receipts .....	\$5,742,839.27	\$19,944,343.29	

Pay Warrants Drawn			July 1 to July 15.
	1913-14.	1912-13.	
Legislative establishment .....	\$387,323.17	\$750,183.14	
Executive office .....	20,160.52	28,202.66	
State Department .....	88,350.15	87,603.10	
Treasury Dept.—Excluding public buildings .....	1,898,079.30	2,233,036.73	
Public buildings .....	1,304,228.68	1,525,941.64	
War Department—Military .....	12,450,387.23	9,135,795.93	
Civilian .....	74,825.82	186,280.00	
Rivers and Harbors .....	911,542.64	1,142,630.33	
Department of Justice .....	244,730.59	915,670.82	
Post Office Dept.—Not incl. "Postal Service" .....	70,100.00	115,100.00	
Navy Department—Naval .....	7,357,113.61	6,302,744.51	
Civilian .....	33,385.00	71,880.00	
Interior Dept.—Exclud'g pensions and Indians .....	1,043,818.68	3,524,538.57	
Pensions .....	4,900,317.00	14,602,122.45	
Indians .....	705,197.23	287,143.46	
Department of Agriculture .....	1,940,980.31	1,818,887.40	
Department of Commerce .....	380,763.26	461,835.72	
Department of Labor .....	170,027.20	204,523.70	
Independent offices and commissions .....	208,332.18	197,872.97	
District of Columbia .....	752,494.42	951,433.67	
Total pay warrants drawn (net) .....	\$34,942,156.99	\$44,543,425.90	

### Bonds Held in Trust for National Banks, July 15, 1914

Kind of Bonds.	Total Amount Outstanding.	Total Held on Deposit.	Bonds Held To Secure Public Money.	To Secure Deposits of Public Money.
			Circulation.	Value at Par.
Government—				
U. S. 3s of 1925 .....	\$118,489,900	\$36,612,000	\$32,703,300	\$3,908,700
U. S. 3s, 1908-18 .....	63,945,460	25,977,940	21,395,540	4,582,400
Panama 3s, 1961 .....	50,000,000	14,631,900	14,631,900	14,631,900
2% Consols, 1930 .....	646,250,150	617,391,850	604,630,000	12,761,850
Panama 2s, 1936 .....	54,631,980	54,190,180	52,910,180	1,280,000
Panama 2s, 1938 .....	30,000,000	29,457,140	28,911,140	546,000
Philippine 4s .....	16,000,000	5,824,000	5,824,000	5,824,000
Porto Rico 4s .....	5,725,000	2,075,000	2,075,000	2,075,000
Dist. of Col. 3.65s .....	6,939,150	958,000	958,000	958,000
Hawaiian issues .....	6,844,000	2,084,000	2,084,000	2,029,600
Phil. Ry. Co. 4s .....	8,551,000	918,000	918,000	582,091
Manila R.R. Co. 4s .....	7,735,000	10,000	10,000	6,750
State, County, City & oth. sec. var. ....		14,144,500		14,144,500
Total .....	\$804,274,510	\$740,550,160	\$63,724,350	\$58,296,449

On July 7, 1914 .....	\$804,529,010	\$740,785,660	\$63,743,350	\$58,301,836
On June 30, 1914 .....	804,508,260	740,796,910	63,711,350	58,291,086
On June 23, 1914 .....	804,477,510	740,762,160	63,715,350	58,294,374
On June 16, 1914 .....	804,632,260	740,877,410	63,754,850	58,329,207
On June 8, 1914 .....	803,780,710	740,644,860	63,135,850	57,864,151
On June 1, 1914 .....	803,136,210	740,818,360	62,317,850	57,266,074
On May 27, 1914 .....	803,294,310	741,126,360	62,167,950	57,172,757



## New York Stock Exchange Transactions

Week Ended July 18

Total Sales 1,577,795 Shares

High and low prices for the week may be for odd lots; high and low prices for the year are based on 100-share lots, the official unit

Range for Year 1913— High. Low.		Range for Year 1914— High. Low.		Date.		STOCKS.	Amount Capital Stock Listed.	Last Dividend Paid Date.	Per Cent.	Per- iod.	Range for Week Ended July 18	Week's Net Change.	Sales Week Ended July 18
											High. Low. Last.		
150	110	108	Mar. 11	91	Feb. 20	A DAMS EXPRESS CO.	\$12,000,000	June 1, '14	1 1/2	Q	92 92 92	— 3	100
24 1/2	18	28 1/2	May 18	20 1/2	Jan. 6	Alaska Gold Mines	7,500,000				27 1/2 26 1/2 27	— 1/2	7,500
9	7 1/2	14 1/2	Feb. 20	8 1/2	Jan. 6	Allis-Chalmers Mfg.	25,042,400				10 1/4 9 10	— 1/2	900
43	40	49	Jan. 26	41	May 14	Allis-Chalmers Mfg. pf.	15,758,500				41 41 41		180
80 1/2	61	78 1/2	Feb. 4	66 1/2	June 26	Amalgamated Copper Co.	153,887,900	May 25, '14	1 1/2	Q	70 1/2 68 1/2 69 1/2	— 1/2	50,635
57	41 1/2	59 1/2	Mar. 19	47 1/2	Jan. 2	Amer. Agricultural Chemical Co.	18,330,900	July 15, '14	1	Q	55 1/2 54 1/2 55 1/2	± 1/2	300
99	90	97 1/2	Jan. 23	91	Jan. 8	Amer. Agricultural Chem. Co. pf.	27,112,700	July 15, '14	1 1/2	Q	94 93 1/2 93 1/2	— 1 1/2	235
50 1/2	19 1/2	29 1/2	June 9	19 1/2	Apr. 25	American Beet Sugar Co.	15,000,000	Nov. 15, '12	1 1/2	Q	25 23 23	— 1 1/2	2,100
86	65	75 1/2	June 8	66	May 4	American Beet Sugar Co. pf.	5,000,000	July 1, '14	1 1/2	Q	75 75 75 1/2		
96 1/2	89 1/2	97 1/2	Feb. 11	80	Apr. 25	Amer. Brake Shoe & Foundry Co.	4,600,000	June 30, '14	1 1/2	Q	90 90 90		
136 1/2	127 1/2	146 1/2	Feb. 20	129 1/2	Jan. 12	Amer. Brake Shoe & Foundry Co. pf.	5,000,000	June 30, '14	2	Q	138 138 138		100
46 1/2	21	35 1/2	Jan. 27	22 1/2	Apr. 20	American Can Co.	41,233,300	July 1, '14	1 1/2	Q	27 1/2 25 1/2 26 1/2	— 1/2	9,200
129 1/2	80 1/2	96	Jan. 24	87 1/2	Apr. 24	American Can Co. pf.	41,233,300	July 1, '14	1 1/2	Q	91 89 1/2 90 1/2	— 1/2	1,260
56 1/2	36 1/2	53 1/2	Feb. 4	44 1/2	Jan. 5	American Car & Foundry Co.	30,000,000	July 1, '14	1 1/2	Q	51 1/2 50 1/2 50 1/2	— 1	2,800
117	108	118 1/2	July 13	114	Jan. 20	American Car & Foundry Co. pf.	30,000,000	July 1, '14	1 1/2	Q	118 1/2 118 1/2 118 1/2	± 1/2	410
78 1/2	60 1/2	68	Jan. 26	60	Jan. 5	American Cities pf.	20,553,500	July 1, '14	3	SA	62 1/2 62 1/2 62 1/2		
87	80	86 1/2	Mar. 24	83	Apr. 28	American Coal Products	10,726,700	July 1, '14	1 1/2	Q	83 83 83		5
109 1/2	105	107	July 6	102 1/2	Apr. 22	American Coal Products pf.	2,500,000	July 15, '14	1 1/2	Q	105 1/2 105 1/2 105 1/2	± 1/2	105
57 1/2	33 1/2	46 1/2	Feb. 9	37 1/2	Jan. 8	American Cotton Oil Co.	20,207,100	June 1, '11	2 1/2	Q	39 1/2 38 1/2 38 1/2	— 1/2	1,000
88	92 1/2	97 1/2	Mar. 30	93 1/2	June 5	American Cotton Oil Co. pf.	10,198,600	June 1, '14	3	SA	94 94 94	± 1/2	100
106	95	110 1/2	Jan. 24	100	Jan. 9	American Express Co.	18,000,000	July 1, '14	1 1/2	Q	103 102 1/2 103	± 2	230
5 1/2	3 1/2	5 1/2	Feb. 6	4	Apr. 16	American Hide & Leather Co.	11,274,100				4 1/2 4 1/2 4 1/2		
28 1/2	15 1/2	25 1/2	Feb. 6	18 1/2	Apr. 25	American Hide & Leather Co. pf.	12,548,300	Aug. 15, '05	1	Q	21 20 1/2 20 1/2	— 1/2	200
27 1/2	17	32 1/2	Feb. 20	24	Jan. 2	American Ice Securities Co.	19,046,100	July 20, '07	1 1/2	Q	29 1/2 28 28	— 1/2	3,200
12 1/2	6 1/2	11 1/2	Jan. 23	8 1/2	July 16	American Linseed Co.	16,750,000				8 1/2 8 1/2 8 1/2		400
33 1/2	20	31 1/2	Jan. 16	26 1/2	May 25	American Linseed Co. pf.	16,750,000	Sep. 1, '08	1 1/2	Q	27 1/2 27 27	— 1/2	310
44 1/2	27	37 1/2	Jan. 31	28	Apr. 24	American Locomotive Co.	25,000,000	Aug. 26, '08	1 1/2	Q	30 29 29 1/2	— 1/2	920
102 1/2	94	102 1/2	Mar. 25	96	Jan. 6	American Locomotive Co. pf.	25,000,000	Apr. 21, '14	1 1/2	Q	98 97 1/2 97 1/2	— 2 1/2	210
13	5 1/2	9 1/2	Jan. 26	5	July 8	American Malt Corporation	5,743,100				5 5 5		250
61 1/2	41 1/2	50 1/2	Jan. 24	34	July 16	American Malt Corporation pf.	8,839,300	May 2, '14	2	SA	39 34 34	— 1/2	450
74 1/2	58 1/2	71 1/2	Feb. 4	57	Apr. 25	Amer. Smelting & Refining Co.	50,000,000	June 15, '14	1 1/2	Q	66 1/2 64 1/2 64 1/2	± 1/2	8,800
107	97	105	Jan. 27	97 1/2	Apr. 25	Amer. Smelting & Refining Co. pf.	50,000,000	June 1, '14	1 1/2	Q	103 1/2 102 1/2 103 1/2	± 1/2	625
86	79 1/2	85	Jan. 19	79 1/2	Apr. 28	Amer. Smelting Securities pf., B.	30,000,000	July 1, '14	1 1/2	Q	82 1/2 82 1/2 82 1/2	± 1 1/2	135
193	150	172	Jan. 31	157	Apr. 25	American Snuff Co.	11,001,700	July 1, '14	3	Q	163 1/2 163 1/2 163 1/2	± 1/2	200
105	100	106 1/2	July 2	99 1/2	Jan. 9	American Snuff Co. pf., new	9,952,500	July 1, '14	1 1/2	Q	106 1/2 106 1/2 106 1/2		
40 1/2	25	37 1/2	Feb. 16	28	Jan. 6	American Steel Foundries	16,218,000	June 30, '14	1 1/2	Q	32 31 32	± 1	400
118	99 1/2	109 1/2	Jan. 24	97	Mar. 12	American Sugar Refining Co.	45,000,000	July 2, '14	1 1/2	Q	106 1/2 106 1/2 106 1/2		
116 1/2	110 1/2	113 1/2	Jan. 7	107 1/2	Mar. 31	American Sugar Refining Co. pf.	45,000,000	July 2, '14	1 1/2	Q	112 1/2 112 1/2 112 1/2	± 1/2	100
66 1/2	59	59	Feb. 10	59	Feb. 10	American Telegraph & Cable Co.	14,000,000	June 1, '14	1 1/2	Q	59 59 59		
140	110	124 1/2	Jan. 30	117 1/2	Jan. 2	American Telephone & Tel. Co.	344,674,000	July 15, '14	2	Q	119 1/2 118 119 1/2	± 1/2	7,200
294 1/2	200	256	Mar. 23	215	Apr. 25	American Tobacco Co.	40,242,400	June 1, '14	5	Q	230 228 228	— 4	1,100
106 1/2	96	109	June 9	101 1/2	Jan. 7	American Tobacco Co. pf., new	51,831,900	July 1, '14	1 1/2	Q	108 106 1/2 106 1/2	— 1	625
23 1/2	15	20 1/2	Jan. 28	13	June 25	American Woolen Co.	20,000,000				14 13 1/2 13 1/2	— 1/2	200
82	74	83	Jan. 26	72 1/2	Mar. 4	American Woolen Co. pf.	40,000,000	July 15, '14	1 1/2	Q	74 1/2 73 1/2 73 1/2	— 1/2	683
32 1/2	11 1/2	17 1/2	Jan. 23	10	Apr. 22	American Writing Paper pf.	12,500,000	Apr. 1, '13	1	Q	104 104 104		
41 1/2	30 1/2	38 1/2	Feb. 3	30 1/2	May 8	Anaconda Copper Mining Co.	116,537,000	July 15, '14	7 1/2	Q	31 1/2 30 1/2 30 1/2	± 1/2	2,610
120	22	29 1/2	Jan. 8	14 1/2	Apr. 23	Assets Realization Co.	9,900,000	Oct. 1, '13	1	Q	15 15 15		
43 1/2	42 1/2	43	Jan. 29	43	Jan. 29	Associated Oil Co.	40,000,000	Apr. 15, '14			43 43 43		
106 1/2	90 1/2	100 1/2	Jan. 23	91 1/2	Apr. 25	Atchison, Topeka & Santa Fe	195,937,000	June 1, '14	1 1/2	Q	99 97 1/2 98	— 1/2	6,900
102 1/2	96	101 1/2	June 29	97 1/2	Jan. 13	Atchison, Topeka & Santa Fe pf.	114,199,500	Feb. 2, '14	2 1/2	SA	100 99 1/2 99 1/2	± 1/2	520
133 1/2	112	126	Jan. 23	116	Jan. 3	Atlantic Coast Line	67,558,000	July 10, '14	3 1/2	SA	119 1/2 118 118	— 2	608
53 1/2	16 1/2	52 1/2	Mar. 5	38 1/2	Jan. 7	BALDWIN LOCOMOTIVE WORKS.	20,000,000	July 1, '14	1	SA	48 1/2 48 1/2 48 1/2		
105 1/2	100 1/2	110	June 8	102 1/2	Jan. 9	Baldwin Locomotive Works pf.	20,000,000	July 1, '14	3 1/2	SA	106 1/2 106 1/2 106 1/2	— 1/2	140
104 1/2	90 1/2	98 1/2	Jan. 26	83 1/2	July 17	Baltimore & Ohio	152,314,800	Mar. 2, '14	3	SA	91 1/2 83 1/2 84 1/2	— 1/2	77,900
88	77 1/2	83 1/2	Jan. 29	75	July 18	Baltimore & Ohio pf.	60,000,000	Mar. 2, '14	2	SA	80 1/2 75 75 1/2	— 1/2	14,741
19 1/2	1	1 1/2	Feb. 10	1/2	Apr. 24	Batopilas Mining	8,931,950	Dec. 31, '07	12 1/2	Q	1 1/2 1 1/2 1 1/2	± 1/2	2,100
41 1/2	25	44 1/2	Mar. 11	29 1/2	Jan. 2	Bethlehem Steel Corporation	14,862,000				41 40 40	— 1	2,792
74	62 1/2	86	Mar. 11	68	Jan. 10	Bethlehem Steel Corporation pf.	14,908,000	July 1, '14	1 1/2	Q	85 84 1/2 84 1/2	— 1 1/2	328
92 1/2	83 1/2	94 1/2	Mar. 6	87 1/2	Jan. 3	Brooklyn Rapid Transit Co.	73,995,000	July 1, '14	1 1/2	Q	92 90 90 1/2	— 1 1/2	8,450
137 1/2	120	130	Jan. 24	120	July 18	Brooklyn Union Gas	17,999,000	July 1, '14	2 1/2	Q	123 120 120	— 3	500
8 1/2	6 1/2	9 1/2	May 25	8 1/2	June 11	Brown Shoe	6,000,000	May 1, '14	1	Q	39 39 39		
116	100 1/2	108 1/2	May 14	100	July 15	Brown Shoe pf.	3,900,000	May 1, '14	1 1/2	Q	89 1/2 89 1/2 89 1/2		
116 1/2	116 1/2	116 1/2	July 15	116 1/2	July 15	Brunswick Term. & R. Securities	7,000,000				6 6 6		
31	25	2											

### New York Stock Exchange Transactions—Continued

Range for Year 1913— High. Low.		Range for Year 1914— High. Low.		Range for Week Ended High. Low. Last.		Week's Net Changes.		Sales Week Ended July 19	
STOCKS.									
GENERAL CHEMICAL CO. .... 10,857,000									
185 1/4	175	180	Jan. 23	160	Apr. 27	June 1, '14	1 1/2	Q	171
100 1/2	105	110	Jan. 15	107 1/2	Feb. 2	July 1, '14	1 1/2	Q	110
187	129 1/4	150 1/2	Feb. 20	140	Jan. 3	July 15, '14	2	Q	148 1/2
40	25	99	May 27	37 1/2	Jan. 2	.....	.....	.....	147
81 1/2	70	95	Feb. 19	77 1/2	Jan. 5	.....	.....	.....	91
68 1/2	15 1/2	28 1/2	Apr. 17	19 1/2	Jan. 17	.....	.....	.....	91 1/2
105 1/4	73 1/2	91	Feb. 4	79 1/2	Jan. 2	.....	.....	.....	91 1/2
132 1/2	115 1/2	134 1/2	Feb. 4	119	Apr. 25	.....	.....	.....	25
128	116 1/4	131 1/4	Feb. 10	129	Jan. 2	.....	.....	.....	88 1/2
41 1/2	25 1/2	39 1/2	Jan. 19	29 1/2	Apr. 27	.....	.....	.....	122 1/2
52 1/2	40 1/2	57 1/2	Apr. 2	44 1/2	Jan. 8	.....	.....	.....	121 1/2
87	80	*84	Mar. 7	*80	Apr. 14	.....	.....	.....	131 1/2
96	90	*96	Mar. 6	*92	Feb. 5	.....	.....	.....	30 1/2
180	150	165	Feb. 4	159	Apr. 24	.....	.....	.....	29 1/2
113	109	115	Mar. 26	119	Jan. 13	.....	.....	.....	29 1/2
125	125	127	Jan. 31	125	Jan. 24	.....	.....	.....	30 1/2
120	100 1/2	120 1/2	Mar. 14	113 1/2	Apr. 29	.....	.....	.....	29 1/2
128 1/2	102 1/2	115	Jan. 26	107	Jan. 7	.....	.....	.....	30 1/2
19 1/2	13 1/2	19 1/2	Jan. 16	15 1/2	Jan. 2	.....	.....	.....	30 1/2
19 1/2	12 1/2	16 1/2	Jan. 24	13 1/2	Apr. 25	.....	.....	.....	30 1/2
65 1/2	45	65 1/2	Jan. 10	58	Apr. 25	.....	.....	.....	30 1/2
58	58	58 1/2	Mar. 30	58 1/2	Mar. 30	.....	.....	.....	30 1/2
39	5	10	Jan. 24	4	Jan. 8	.....	.....	.....	30 1/2
111 1/2	96	113 1/2	Jan. 22	100 1/2	Apr. 25	.....	.....	.....	30 1/2
116	111	118 1/2	July 14	113 1/2	Jan. 3	.....	.....	.....	30 1/2
110 1/2	95 1/2	112	Jan. 22	100	Apr. 24	.....	.....	.....	30 1/2
114 1/2	111	118	July 17	114 1/2	May 15	.....	.....	.....	30 1/2
12 1/2	6 1/2	10 1/2	Feb. 2	7 1/2	Apr. 21	.....	.....	.....	30 1/2
48 1/2	32 1/2	41	Jan. 31	32 1/2	Apr. 22	.....	.....	.....	30 1/2
18 1/2	4 1/2	9 1/2	Jan. 20	5	June 29	.....	.....	.....	30 1/2
70	15 1/2	29	Jan. 19	11	June 24	.....	.....	.....	30 1/2
10 1/2	7 1/2	7 1/2	Jan. 21	7	Jan. 17	.....	.....	.....	30 1/2
23	13	13 1/2	Apr. 17	13	July 10	.....	.....	.....	30 1/2
78	53 1/2	74 1/2	Apr. 14	65 1/2	Jan. 30	.....	.....	.....	30 1/2
28 1/2	21 1/2	28 1/2	July 3	23	Apr. 25	.....	.....	.....	30 1/2
61 1/2	56	62	Jan. 23	57	Apr. 25	.....	.....	.....	30 1/2
94	77	94	June 8	80	Jan. 15	.....	.....	.....	30 1/2
110	106 1/2	108 1/2	May 18	106	Mar. 12	.....	.....	.....	30 1/2
83	58	105	Feb. 25	81	Jan. 6	.....	.....	.....	30 1/2
102	97	105	Mar. 3	99	Jan. 13	.....	.....	.....	30 1/2
49 1/2	29 1/2	40	Jan. 26	30 1/2	July 17	.....	.....	.....	30 1/2
104 1/2	90 1/2	101	Feb. 4	92 1/2	July 9	.....	.....	.....	30 1/2
11	7	9	Jan. 23	5 1/2	July 11	.....	.....	.....	30 1/2
35	16	21 1/2	Jan. 28	17	Apr. 21	.....	.....	.....	30 1/2
168 1/2	141 1/2	156 1/2	Jan. 23	132 1/2	Apr. 21	.....	.....	.....	30 1/2
2 1/2	195	231	Mar. 7	210	July 17	.....	.....	.....	30 1/2
116 1/2	106 1/2	118 1/2	July 8	111 1/2	Jan. 6	.....	.....	.....	30 1/2
43 1/2	30	36	Feb. 5	28	Jan. 15	.....	.....	.....	30 1/2
39 1/2	21	38	Jan. 26	29 1/2	Apr. 24	.....	.....	.....	30 1/2
105	89	105	Mar. 16	101	Apr. 22	.....	.....	.....	30 1/2
95	84	95 1/2	Jan. 12	89	Jan. 2	.....	.....	.....	30 1/2
200	150	190	Apr. 7	166	Jan. 20	.....	.....	.....	30 1/2
116 1/2	103	117 1/2	July 8	110	Jan. 6	.....	.....	.....	30 1/2
142 1/2	126 1/2	141 1/2	Jan. 19	131 1/2	Apr. 25	.....	.....	.....	30 1/2
87	75 1/2	87 1/2	Feb. 20	76	Apr. 25	.....	.....	.....	30 1/2
69	62	70	Jan. 27	65 1/2	Jan. 2	.....	.....	.....	30 1/2
132 1/2	127	133	Feb. 7	128	Jan. 5	.....	.....	.....	30 1/2
76 1/2	65	69 1/2	Jan. 17	51 1/2	June 25	.....	.....	.....	30 1/2
106 1/2	97 1/2	101 1/2	Feb. 9	97 1/2	June 25	.....	.....	.....	30 1/2
4 1/2	2 1/2	3 1/2	Jan. 27	2	May 14	.....	.....	.....	30 1/2
19 1/2	12 1/2	15 1/2	Jan. 30	7 1/2	July 18	.....	.....	.....	30 1/2
78 1/2	41 1/2	73 1/2	Feb. 9	46 1/2	Jan. 2	.....	.....	.....	30 1/2
99 1/2	69	87	Feb. 4	67	May 2	.....	.....	.....	30 1/2
26 1/2	20 1/2	24 1/2	Jan. 16	21	May 7	.....	.....	.....	30 1/2
23 1/2	12	16 1/2	Jan. 31	12	Apr. 18	.....	.....	.....	30 1/2
47	30	35 1/2	Jan. 22	28	June 11	.....	.....	.....	30 1/2
142 1/2	115 1/2	137 1/2	June 10	117 1/2	Apr. 27	.....	.....	.....	30 1/2
145	131	145	Feb. 2	130	June 25	.....	.....	.....	30 1/2
83 1/2	81 1/2	84 1/2	Jan. 31	83	Jan. 21	.....	.....	.....	30 1/2
29 1/2	18 1/2	24	Jan. 22	9	July 17	.....	.....	.....	30 1/2
64 1/2	52	60	Jan. 30	27 1/2	July 17	.....	.....	.....	30 1/2
43 1/2	21 1/2	30	Jan. 27	9 1/2	July 11	.....	.....	.....	30 1/2
*100	*100	104 1/2	Mar. 10	104 1/2	Mar. 10	.....	.....	.....	30 1/2
.....	.....	52 1/2	June 5	46	Apr. 25	.....	.....	.....	30 1/2
.....	.....	103 1/2	June 4	101	Apr. 27	.....	.....	.....	30 1/2
.....	.....	110	Feb. 25	110	Feb. 25	.....	.....	.....	30 1/2
*163	*161	166 1/2	Mar. 26	166 1/2	Mar. 26	.....	.....	.....	30 1/2
170	132 1/2	144	Jan. 21	140	Jan. 29	.....	.....	.....	30 1/2
126	104	129	Feb. 3	122	Jan. 6	.....	.....	.....	30 1/2
124 1/2	116	128	June 29	119 1/2	Jan. 13	.....	.....	.....	30 1/2
19 1/2	9	14	Feb. 3	9 1/2	Jan. 8	.....	.....	.....	30 1/2
92 1/2	71 1/2	86 1/2	Mar. 10	80	June 6	.....	.....	.....	30 1/2
56 1/2	43	52	Jan. 26	44	Jan. 3	.....	.....	.....	30 1/2
107 1/2	102	109	Feb. 18	105	Jan. 13	.....	.....	.....	30 1/2
59	31	34	Feb. 6	30	Jan. 19	.....	.....	.....	30 1/2
27 1/2	8 1/2	14	Jan. 26	9	Apr. 25	.....	.....	.....	30 1/2
20	13	16 1/2	Jan. 22	13 1/2	May 2	.....	.....	.....	30 1/2
82 1/2	56	69	Jan. 28	60 1/2	Apr. 22	.....	.....	.....	30 1/2
109 1/2	90 1/2	96 1/2	Jan. 31	83 1/2	July 15	.....	.....	.....	30 1/2
63 1/2	47	45	Jan. 2	35	July 18	.....	.....	.....	30 1/2
.....	.....	72	Mar. 12	72	Mar. 12	.....	.....	.....	30 1/2
25	25	26 1/2	Mar. 11	26 1/2	Mar. 11	.....	.....	.....	30 1/2
.....	.....	*115 1/2	Feb. 13	*110	June 1	.....	.....	.....	30 1/2
129 1/2	65 1/2	78	Jan. 2	49 1/2	July 16	.....	.....	.....	30 1/2
32 1/2	25 1/2	31 1/2	Jan. 23	25 1/2	July 13	.....	.....	.....	30 1/2
47 1/2	39	43	Jan. 12	26	Mar. 30	.....	.....	.....	30 1/2
113 1/2	98	105 1/2	July 6	99 1/2	Jan. 9	.....	.....	.....	30 1/2
87	80 1/2	90	Apr. 25	85	Jan. 7	.....	.....	.....	30 1/2
81 1/2	60	79 1/2	Mar. 14	65	Jan. 2	.....	.....	.....	30 1/2
122 1/2	101 1/2	118 1/2	Feb. 4	106 1/2	Apr. 25	.....	.....	.....	30 1/2
75 1/2	54	65	Feb. 5	59	Jan. 16	.....	.....	.....	30 1/2
3 1/2	2	2 1/2	June 8	2 1/2	May 25	.....	.....	.....	30 1/2
107 1/2	106	104 1/2	Mar. 5	98	May 20	.....	.....	.....	30 1/2
85	80	88	Jan. 27	85	Jan. 27	.....	.....	.....	30 1/2
31 1/2	16	83 1/2	Jan. 27	80	Mar. 9	.....	.....	.....	30 1/2
46	22	31	Jan. 23	22	July 16	.....	.....	.....	30 1/2
96	82	90	Jan. 24	86 1/2	Jan. 19	.....	.....	.....	30 1/2
123 1/2	106	115 1/2	Jan. 31	108 1/2	Apr. 25	.....	.....	.....	30 1/2
129 1/2	104	125	Jan. 5	118 1/2	Apr. 25	.....	.....	.....	30 1/2
12	6	10	Jan. 22	5	July 1	.....	.....	.....	30 1/2
29	15	29	Feb. 5	23	Apr. 13	.....	.....	.....	30 1/2
98 1/2	85	*95	Mar. 17	*95	Mar. 17	.....	.....	.....	30 1/2
.....	.....	89 1/2	Jan. 30	89 1/2	Jan. 30	.....	.....	.....	30 1/2
104	77 1/2	91	Feb. 4	66	July 17	.....	.....	.....	30 1/2
100	100	101	Mar. 25	95	June 23	.....	.....	.....	30 1/2
24 1/2	14 1/2	23 1/2	Feb. 4	17 1/2	Jan. 3	.....	.....	.....	30 1/2
95	73	93 1/2	Feb. 4	84	Apr. 25	.....	.....	.....	30 1/2
100	90	93	Feb. 3	82	Apr. 27	.....	.....	.....	30 1/2
36	18 1/2	46	Feb. 14	26 1/2	Jan. 5	.....	.....	.....	30 1/2
HAYANA ELEC. RY., L. & P. .... 15,000,000									
87	80	*84	Mar. 7	*80	Apr. 14	.....	.....	.....	30 1/2
96	90	*96	Mar. 6	*92	Feb. 5	.....	.....	.....	30 1/2
180	150	165	Feb. 4	159	Apr. 24	.....	.....	.....	30 1/2
113	109	115	Mar. 26	119	Jan. 13	.....	.....	.....	30 1/2
125	125	127	Jan. 31	125	Jan. 24	.....	.....	.....	30 1/2
120	100 1/2	120 1/2	Mar. 14	113 1/2	Apr. 29	.....	.....	.....	30 1/2
128 1/2	102 1/2	115	Jan. 26	107	Jan. 7	.....	.....	.....	30 1/2
19 1/2	13 1/2	19 1/2	Jan. 16	15 1/2	Jan. 2	.....	.....	.....	30 1/2
19 1/2	12 1/2	16 1/2	Jan. 24	13 1/2	Apr. 25	.....	.....	.....	30 1/2
65 1/2	45	65 1/2	Jan. 10	58	Apr. 25	.....	.....	.....	30 1/2
58	58	58 1/2	Mar. 30	58 1/2	Mar. 30	.....	.....	.....	30 1/2
39	5	10	Jan. 24	4	Jan. 8	.....	.....	.....	30 1/2
111 1/2	96	113 1/2	Jan. 22	100 1/2	Apr. 25	.....	.....	.....	30 1/2
116	111	118 1/2	July 14	113 1/2	Jan. 3	.....	.....	.....	30 1/2
110 1/2	95 1/2	112	Jan. 22	100	Apr. 24	.....	.....	.....	30 1/2
114 1/2	111	118	July 17	114 1/2	May 15	.....	.....	.....	30 1/2
12 1/2	6 1/2	10 1/2	Feb. 2	7 1/2	Apr. 21	.....	.....	.....	30 1/2
48 1/2	32 1/2	41	Jan. 31	32 1/2	Apr. 22	.....	.....	.....	30 1/2
18 1/2	4 1/2	9 1/2	Jan. 20	5					



## New York Stock Exchange Transactions—Continued

Range for Year 1913—		Range for Year 1914—		STOCKS.		Amount Capital Stock Listed.		Last Dividend Paid		Per Cent.		Range for Week Ended		Week's Net Changes.		Sales Week Ended July 18		
High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	
101 1/4	88 1/4	104	Jan. 30	90 1/4	Jan. 6	101 1/4	88 1/4	Pressed Steel Car Co. pf.	12,500,000	May 20, '14	1 1/2	Q	102 1/4	102 1/4	102 1/4	..	50	
118	105	114	Apr. 7	107	Jan. 13	118	105	Public Service Corporation, N. J.	25,000,000	June 30, '14	1 1/2	Q	..	..	112 1/4	..	..	
165	149	159	Jan. 28	151 1/2	Jan. 6	165	149	Pullman Co.	120,000,000	May 15, '14	2	Q	155 1/2	155 1/2	155 1/2	+ 1	250	
4 3/8	1	2 1/4	Jan. 23	7 1/2	June 24	4 3/8	1	QUICKSILVER	5,708,700	..	..	..	1	1	1	..	300	
8	2	4	Jan. 27	1 1/2	June 3	8	2	Quicksilver pf.	4,291,300	May 8, '01	1/2	..	2	1 1/2	2	— 1/2	300	
35	22 1/4	34 1/4	Feb. 2	25	Apr. 25	35	22 1/4	RAILWAY STEEL SPRING CO.	13,500,000	May 20, '13	2	..	..	..	27 3/4	..	..	
100	90 1/4	101	Feb. 14	93 1/4	Mar. 6	100	90 1/4	Railway Steel Spring Co. pf.	13,500,000	June 20, '14	1 1/2	Q	..	..	93 1/4	..	..	
22	15	22 1/4	Apr. 3	17 1/4	Jan. 9	22	15	Ray Consolidated Copper	14,547,290	June 30, '14	37 1/2	c	Q	21 1/4	20 1/4	20 1/4	— 1/4	4,200
171 1/4	151 1/4	172 1/4	Jan. 22	158 1/2	Apr. 27	171 1/4	151 1/4	Reading	70,000,000	May 14, '14	2	Q	161	160 1/4	161 1/4	— 1/4	149,150	
92 1/4	82 1/4	89 1/4	June 24	87 1/4	Jan. 8	92 1/4	82 1/4	Reading 1st pf.	28,000,000	June 11, '14	1	Q	89 1/4	89 1/4	89 1/4	+ 1/4	100	
95	84	93	Jan. 28	86	July 17	95	84	Reading 2d pf.	42,000,000	July 9, '14	1	Q	86	86	86	— 1/4	100	
28 1/4	17	27	Jan. 27	19 1/4	Jan. 5	28 1/4	17	Republic Iron & Steel Co.	27,352,000	..	..	..	22 1/4	21	21	— 1 1/2	1,810	
92 1/4	72	91 1/4	Mar. 11	80	Jan. 2	92 1/4	72	Republic Iron & Steel Co. pf.	25,000,000	July 1, '14	1 1/4	Q	85 1/2	85 1/2	85 1/2	..	60	
24 1/4	11 1/4	16 1/4	Jan. 23	7 1/2	July 16	24 1/4	11 1/4	Rock Island Co.	90,888,200	..	..	..	1 1/2	1 1/2	1 1/2	— 1/4	2,917	
44 1/4	17 1/4	25	Jan. 16	17 1/4	July 16	44 1/4	17 1/4	Rock Island Co. pf.	49,947,400	Nov. 1, '05	1	..	2 1/2	2 1/2	2 1/2	— 1/2	5,082	
92 1/4	14	18	Jan. 14	9 1/4	Apr. 24	92 1/4	14	Rumely (M.) Co.	11,908,300	Mar. 3, '13	1 1/2	..	10	10	10	— 1/2	200	
99 1/4	33	41	Jan. 13	20 1/4	Apr. 24	99 1/4	33	Rumely (M.) Co. pf.	9,750,000	Apr. 1, '13	1 1/2	..	27 1/2	27	27	— 1 1/2	200	
19 1/4	2 1/4	5 1/4	Jan. 15	2	Apr. 7	19 1/4	2 1/4	ST. LOUIS & SAN FRANCISCO	29,000,000	..	..	..	2 1/4	2 1/4	2 1/4	— 1/4	400	
59	13	18	Jan. 23	8	May 5	59	13	St. Louis & San Francisco 1st pf.	5,000,000	May 1, '13	1	..	..	..	10	..	..	
29	5 1/4	9 1/4	Jan. 26	3 1/4	Apr. 30	29	5 1/4	St. Louis & San Francisco 2d pf.	16,000,000	Dec. 1, '05	1	..	4	3 1/4	3 1/4	— 1/4	320	
..	..	10	Feb. 10	4 1/4	May 13	..	..	S. L. & S. F. C. & E. I. s. c. E. T. Co. cfs.	9,045,000	..	..	..	..	..	4 1/4	..	..	
..	..	20	May 27	20	May 27	..	..	S. L. & S. F. C. & E. I. p. f. s. c. E. T. Co. cfs.	5,759,700	..	..	..	..	..	20	..	..	
35 1/4	20	26 1/4	Jan. 26	17 1/4	July 17	35 1/4	20	St. Louis Southwestern	16,356,200	..	..	..	21	17 1/4	18	— 2 1/4	1,400	
75	56 1/4	65 1/4	Jan. 26	36	July 17	75	56 1/4	St. Louis Southwestern pf.	19,892,700	Apr. 15, '14	1 1/2	Q	40	36	37	— 4	1,110	
20 1/4	14 1/4	22 1/4	Feb. 5	16 1/4	July 17	20 1/4	14 1/4	Seaboard Air Line	33,466,900	..	..	..	18 1/4	16 1/4	17 1/4	— 1/4	1,300	
49 1/4	38	58	Feb. 4	45 1/4	Jan. 2	49 1/4	38	Seaboard Air Line pf.	22,576,500	May 15, '14	1	..	53 1/4	52 1/4	53 1/4	— 1/4	2,570	
213 1/4	154 1/4	197 1/4	July 3	180	Apr. 24	213 1/4	154 1/4	Sears, Roebuck & Co.	40,000,000	May 15, '14	1	Q	192 1/4	191 1/4	192	— 1 1/4	1,000	
124 1/4	116	124 1/4	June 5	122 1/4	Jan. 19	124 1/4	116	Sears, Roebuck & Co. pf.	8,000,000	July 1, '14	1 1/4	Q	123	123	123	+ 1 1/2	190	
45 1/4	23	35	Jan. 23	25	Apr. 24	45 1/4	23	Sloss-Sheffield Steel & Iron Co.	10,000,000	Sep. 1, '10	1 1/4	..	..	..	26	..	..	
93 1/4	88	92	Jan. 30	85	May 22	93 1/4	88	Sloss-Sheffield Steel & Iron Co. pf.	6,700,000	July 1, '14	1 1/4	Q	..	..	85	..	..	
110	83	99 1/4	Jan. 23	86 1/4	Apr. 25	110	83	Southern Pacific	27,267,200	July 1, '14	1 1/4	Q	97 1/4	95 1/4	95 1/4	— 1 1/4	69,195	
99 1/4	88 1/4	106 1/4	June 22	94 1/4	Jan. 2	99 1/4	88 1/4	Southern Pacific tr. cfs.	4,320,500	..	..	..	105 1/4	105 1/4	105 1/4	— 1/4	125	
99 1/4	90	103 1/4	Feb. 4	94	Apr. 28	99 1/4	90	Southern Pacific sub. r., 1st paid	1,677,000	..	..	..	102 1/4	101 1/4	101 1/4	— 1/4	281	
28 1/4	19 1/4	28 1/4	Feb. 4	20 1/4	July 17	28 1/4	19 1/4	Southern Railway extended	119,900,000	..	..	..	79 1/4	77	77	— 2 1/2	25,900	
81 1/4	72	85 1/4	Feb. 4	75 1/4	Jan. 5	81 1/4	72	Southern Railway pf. extended	60,000,000	Apr. 24, '14	2 1/2	SA	65 1/4	64	64	+ 1/4	4,800	
40 1/4	31	40 1/4	May 25	32	Jan. 7	40 1/4	31	Standard Milling	4,600,000	June 20, '14	3	..	..	..	36 1/4	..	..	
66 1/4	52 1/4	66	Mar. 6	61	Apr. 29	66 1/4	52 1/4	Standard Milling pf.	6,900,000	Apr. 15, '14	2 1/2	SA	65 1/4	64	64	+ 1/4	530	
36	15 1/4	36 1/4	Mar. 31	20	Jan. 3	36	15 1/4	Studebaker Co.	27,931,600	..	..	..	31 1/4	30	30	— 1 1/4	1,200	
93 1/4	64 1/4	92	May 15	70	Jan. 5	93 1/4	64 1/4	Studebaker Co. pf.	12,180,000	June 1, '14	1 1/4	Q	..	..	85	..	..	
39 1/4	29	36 1/4	Feb. 11	31 1/4	Apr. 25	39 1/4	29	TENNESSEE COPPER	5,000,000	June 20, '14	75c	Q	33	32 1/4	32 1/4	— 1/4	1,200	
132 1/4	86	149 1/4	Mar. 5	128	Jan. 3	132 1/4	86	Texas Co.	30,000,000	June 30, '14	2 1/4	Q	142	138 1/4	139 1/4	— 2 1/4	3,750	
22 1/4	10 1/4	17 1/4	Apr. 1	13 1/4	July 18	22 1/4	10 1/4	Texas Pacific	38,760,000	..	..	..	14 1/4	13 1/4	13 1/4	— 1	700	
97	93	99	Jan. 29	90	Jan. 29	97	93	Texas Pacific Land Trust	3,670,000	..	..	..	..	..	90	..	..	
43 1/4	27 1/4	45 1/4	Jan. 13	58 1/4	Apr. 25	43 1/4	27 1/4	Third Avenue	16,476,100	..	..	..	41	40	40	— 1 1/4	2,420	
13	7 1/4	12 1/4	Jan. 24	5	July 18	13	7 1/4	Toledo, St. Louis & Western	10,000,000	..	..	..	7	5	5	— 5 1/4	1,010	
29 1/4	15 1/4	23	Jan. 26	9 1/4	July 18	29 1/4	15 1/4	Toledo, St. Louis & Western pf.	10,000,000	Oct. 16, '11	1	..	12	9 1/4	9 1/4	— 2 1/4	1,500	
109	101 1/4	108 1/4	Jan. 19	101 1/4	July 16	109	101 1/4	Twin City Rapid Transit	20,779,200	July 1, '14	1 1/4	Q	102	101 1/4	101 1/4	— 1/4	653	
99 1/4	78	88	Jan. 12	73 1/4	June 26	99 1/4	78	UNDERWOOD TYPEWRITER	4,600,000	July 1, '14	1	Q	74	74	74	— 1	200	
113	104	113	Apr. 15	108	Jan. 16	113	104	Underwood Typewriter pf.	4,600,000	July 1, '14	1 1/4	Q	..	..	108	..	..	
7 1/4	4	8 1/4	Feb. 2	3 1/4	June 16	7 1/4	4	Union Bag & Paper Co.	16,000,000	..	..	..	5	4 1/4	4 1/4	— 1/4	600	
41 1/4	18 1/4	32 1/4	Feb. 3	20 1/4	May 11	41 1/4	18 1/4	Union Bag & Paper Co. pf.	11,000,000	Oct. 15, '12	1	..	21	21	21	..	100	
162 1/4	137 1/4	164 1/4	Jan. 31	148 1/4	Apr. 25	162 1/4	137 1/4	Union Pacific	222,289,500	July 2, '14	2	Q	157 1/4	153 1/4	157 1/4	+ 2	131,500	
..	..	30 1/4	July 17	30 1/4	July 18	..	..	Union Pacific warrants	..	..	..	..	30 1/4	30 1/4	30 1/4	..	24,695	
93 1/4	79 1/4	86	Feb. 4	81 1/4	July 18	93 1/4	79 1/4	Union Pacific pf.	99,569,300	Apr. 1, '14	2	SA	82 1/4	81 1/4	81 1/4	— 1 1/4	1,175	
50 1/4	40 1/4	50 1/4	Feb. 9	45	Jan. 7	50 1/4	40 1/4	United Cigar Manufacturers	10,847,500	May 1, '14	1	Q	46	45	45	— 1 1/4	300	
103	96	103 1/4	Feb. 19	90	June 25	103	96	United Cigar Manufacturers pf.	5,000,000	June 1, '14	1 1/4	Q	..	..	100	..	..	
101	87	91	Jan. 19	82	June 26	101	87	United Dry Goods	14,427,500	May 1, '14	2	Q	..	..	83	..	..	
105 1/4	95	107																

# Week's Bond Trading

Week Ended July 18

Total Sales \$10,254,600 Par Value

R'ge for '13.				R'ge for '14.				R'ge for '13.				R'ge for '14.			
High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.
82 1/2	73 1/2	85 1/2	73 1/2	ADAMS EXPRESS 4s.....	79	79	79	101 1/2	96	101	97	101 1/2	96	101	97
88 1/2	83	87	84 1/2	Albany & Susquehanna 3 1/2s.....	86 1/2	86 1/2	86 1/2	103	102	104 1/2	101	103	102	104 1/2	101
90 1/2	85	97	96 1/2	Allegheny Valley 4s.....	97	96 1/2	96 1/2	..	..	91 1/2	81 1/2	..	..	81 1/2	81 1/2
101 1/2	94	102	97 1/2	Am. Agri. Chemical 5s.....	101	100 1/2	100 1/2	..	..	39	30	..	..	30 1/2	30 1/2
97 1/2	95	99 1/2	96	Am. Cotton Oil 4 1/2s.....	99 1/2	99 1/2	99 1/2	96	88 1/2	94	89 1/2	96	88 1/2	94	89 1/2
94 1/2	89 1/2	95 1/2	89	Am. Cotton Oil 5s.....	95	94 1/2	94 1/2	97	87	91	88	97	87	91	88
102 1/2	98 1/2	103 1/2	101	Am. Hide & Leather 6s.....	102 1/2	102 1/2	102 1/2	89 1/2	81 1/2	89	83 1/2	89 1/2	81 1/2	89	83 1/2
80	70	80	78 1/2	Amer. Ice Securities 6s.....	88	88	88	101 1/2	98	102 1/2	98 1/2	101 1/2	98	102 1/2	98 1/2
105	101	105	103	Am. Smelters Securities 6s.....	104 1/2	104	104 1/2	108 1/2	94	103	96 1/2	108 1/2	94	103	96 1/2
99 1/2	99 1/2	99	94	Am. Spirits Mfg. 6s.....	94 1/2	94 1/2	94 1/2	81 1/2	71 1/2	79 1/2	75	81 1/2	71 1/2	79 1/2	75
103 1/2	89 1/2	100	94 1/2	Am. T. & T. cv. 4 1/2s.....	97 1/2	96 1/2	97	105	100	103	100	105	100	103	100
80	82 1/2	89 1/2	85	Am. T. & T. col. 4s.....	89 1/2	89 1/2	89 1/2	88 1/2	57	67 1/2	43	88 1/2	57	67 1/2	43
90 1/2	70 1/2	78	64 1/2	Am. Writing Paper 5s.....	67 1/2	67 1/2	67 1/2	79 1/2	75	77 1/2	73 1/2	79 1/2	75	77 1/2	73 1/2
79 1/2	70	74	62 1/2	Ann Arbor 4s.....	63 1/2	63	63	64 1/2	50	57 1/2	47	64 1/2	50	57 1/2	47
92	80	93 1/2	89 1/2	Armour 4 1/2s.....	92 1/2	92 1/2	92 1/2	99	94	98 1/2	95 1/2	99	94	98 1/2	95 1/2
108 1/2	91 1/2	96 1/2	93	A. T. & S. F. gen. 4s.....	95 1/2	95 1/2	95 1/2	78	65	77 1/2	72	78	65	77 1/2	72
105 1/2	92 1/2	100	93	A. T. & S. F. cv. 4s.....	98	96 1/2	96 1/2	113 1/2	105	112 1/2	109 1/2	113 1/2	105	112 1/2	109 1/2
103 1/2	92	99 1/2	93	A. T. & S. F. con. 4s.....	98 1/2	96 1/2	96 1/2	99	94 1/2	98 1/2	94 1/2	99	94 1/2	98 1/2	94 1/2
105 1/2	98	102 1/2	99 1/2	A. T. & S. F. cv. 5s.....	101 1/2	101	101	72	68	70	68 1/2	72	68	70	68 1/2
88	83	88 1/2	84 1/2	A. T. & S. F. adj. 4s.....	87	86 1/2	86 1/2	96 1/2	90	95 1/2	92 1/2	96 1/2	90	95 1/2	92 1/2
95 1/2	87	95	91	Atlantic Coast Line 4s.....	93 1/2	93 1/2	93 1/2	82 1/2	81 1/2	84	83	82 1/2	81 1/2	84	83
92 1/2	85 1/2	95	87	Atlantic Coast Line unif. 4s.....	92 1/2	92 1/2	92 1/2	96 1/2	90 1/2	97	90 1/2	96 1/2	90 1/2	97	90 1/2
87 1/2	80 1/2	88 1/2	80 1/2	At. C. Line, L. & N. col. 4s.....	91 1/2	91 1/2	91 1/2	106 1/2	101 1/2	103 1/2	100	106 1/2	101 1/2	103 1/2	100
				At. C. Line, L. & N. col. 4s.....	88 1/2	88 1/2	88 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				BALT. & OHIO prior lien 3 1/2s.....	91 1/2	91 1/2	91 1/2	106 1/2	101 1/2	103 1/2	100	106 1/2	101 1/2	103 1/2	100
				Balt. & Ohio gold 4s.....	93 1/2	93 1/2	93 1/2	102	97 1/2	101 1/2	97 1/2	102	97 1/2	101 1/2	97 1/2
				Balt. & Ohio cv. 4 1/2s.....	91 1/2	90	90 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Balt. & Ohio Southwest 3 1/2s.....	90 1/2	90 1/2	90 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				B. & O. P. L. E. & W. V. 4s.....	86	86	86	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Bethlehem Steel ext. 5s.....	100	99 1/2	100	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Bethlehem Steel ref. 5s.....	86 1/2	86	86	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Brooklyn City R. R. 5s.....	102 1/2	102	102 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Brooklyn R. T. gold 5s.....	104	103 1/2	103 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Brooklyn R. T. 5s.....	99 1/2	99 1/2	99 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Brooklyn Union Elev. 5s.....	102 1/2	102 1/2	102 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Brooklyn Union Gas 5s.....	106 1/2	106 1/2	106 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Brunswick & Western 4s.....	94 1/2	94 1/2	94 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Buff. Roch. & Pitts. gen. 5s.....	100	100	100	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Buff. & Sus. Iron deb. 5s.....	80	80	80	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Buff. & Sus. Iron deb. 5s.....	80	80	80	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Bush Term. Bldgs. 5s.....	86 1/2	86 1/2	86 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Bush Terminal 5s.....	92 1/2	92 1/2	92 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				COL. GAS & ELECT. 5s.....	93	92 1/2	93	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Canada So. con. 5s.....	106 1/2	106 1/2	106 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Central of New Jersey 5s.....	117 1/2	117 1/2	117 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Central of Ga. cons. 5s.....	104 1/2	104 1/2	104 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Central Leather 5s.....	99 1/2	99	99	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Central Pacific 1st 4s.....	93 1/2	93	93	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Cent. Pac. Thro. S. L. 4s.....	86 1/2	86 1/2	86 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Cen. R. R. & Bank Co. Ga. 5s.....	100 1/2	100	100 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Ches. & Ohio con. 5s.....	106 1/2	106 1/2	106 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Ches. & Ohio conv. 4 1/2s.....	78	76 1/2	76 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Ches. & Ohio conv. 4 1/2s.....	94	93 1/2	93 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Ches. & Ohio, Coal River 5s.....	83	83	83	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				C. & O. R. & A. 1st con. 4s.....	88 1/2	88 1/2	88 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Chicago & Alton 3 1/2s.....	40 1/2	35	35	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Chicago & Alton 3s.....	60 1/2	60 1/2	60 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Chl. Bur. & Q. joint 4s.....	97 1/2	97	97	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2
				Chl. B. & Q. joint 4s.....	97 1/2	97 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2	102 1/2	97 1/2	101 1/2	97 1/2



## Week's Bond Trading—Continued

R'ge for '13.		R'ge for '14.		High.		Low.		Last.		Sales.	
High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.
104 1/2	98	104	100	St. L. & S. F. Ry. gen. 5s.	103	102 1/2	103	3			
82 1/2	50 1/2	54	35	St. L. & S. F. gen. 5s.	38	38	38	1			
59	52	55 1/2	36 1/2	St. L. & S. F. gen. 5s. tr. r.	38 1/2	36 1/2	36 1/2	7			
		44 1/2	35	St. L. & S. F. gen. 5s. t. r. sta.	35	35	35	3			
76 1/2	65	78 1/2	68	St. L. & S. F. ref. 4s.	70 1/2	69	69	104			
81	75	77 1/2	68	St. L. Southwestern con. 4s.	68 1/2	68 1/2	68 1/2	5			
90	83 1/2	88	82 1/2	St. L. Southwestern 1st 4s.	83 1/2	82 1/2	82 1/2	5			
72	69	71 1/2	68	St. L. Transit 5s.	69 1/2	69 1/2	69 1/2	3			
104 1/2	98 1/2	103 1/2	104 1/2	St. P. Min. & Man. 4 1/2 s.	103 1/2	103 1/2	103 1/2	1			
122 1/2	118	122 1/2	119 1/2	St. P. Min. & Man. Cons. 6s.	122 1/2	122 1/2	122 1/2	2			
86	79 1/2	86	83 1/2	Seaboard Air Line G. 4s. Sta.	85	85	85	1			
79	82 1/2	87 1/2	73 1/2	Seaboard Air Line ref. 4s.	73 1/2	73 1/2	73 1/2	22			
77 1/2	66 1/2	80	74 1/2	Seaboard Air Line adj. 5s.	77 1/2	75 1/2	76	124			
101	96 1/2	100	97 1/2	Southern Bell Tel. 5s.	98	97 1/2	97 1/2	20			
98	87 1/2	94	90	Southern Pacific col. 4s.	90	90	90	1			
93 1/2	84	92	84 1/2	Southern Pacific conv. 4s.	86 1/2	85 1/2	85 1/2	208			
94 1/2	87	93 1/2	89 1/2	Southern Pacific ref. 4s.	92 1/2	91 1/2	91 1/2	68 1/2			
		103 1/2	99 1/2	So. Pac. cv. 5s. cfs., full paid.	102 1/2	102 1/2	102 1/2	1,073			
90	86 1/2	88	84 1/2	So. Pac., San Fr. Term. 4s.	84 1/2	84 1/2	84 1/2	24			
107 1/2	101	105 1/2	102 1/2	Southern Railway 1st 5s.	104 1/2	104 1/2	104 1/2	33			
78 1/2	72 1/2	76 1/2	72 1/2	Southern Railway gen. 4s.	73	72 1/2	72 1/2	117			
86 1/2	78 1/2	83 1/2	80	Southern Ry., M. & O. col. 4s.	80	80	80	3			
89 1/2	83 1/2	89 1/2	84 1/2	Standard Milling 5s.	88	88	88	2			
101 1/2	94 1/2	106	100 1/2	TEXAS CO. conv. 6s.	101 1/2	100 1/2	101	61			
107 1/2	99	104	99 1/2	Texas & Pacific 1st 5s.	100 1/2	100 1/2	100 1/2	8			
82 1/2	77 1/2	85	80 1/2	Third Avenue ref. 4s.	83 1/2	83	83	18			
79	63 1/2	84 1/2	75 1/2	Third Avenue adj. 5s.	79 1/2	79	79 1/2	3			
60	47 1/2	60	50	Tol., St. L. & Western 1st 4s.	53	50	50	6			
81 1/2	80	93 1/2	93 1/2	Tol., Wal. Vy. & O. 4s. Ser. C.	93 1/2	93 1/2	93 1/2	1			
99 1/2	95	98	96	Tri City 5s.	96 1/2	96	96 1/2	3			
104 1/2	100	101 1/2	100 1/2	ULSTER & DELA. 5s.	101 1/2	101 1/2	101 1/2	1			
99 1/2	84	98 1/2	95 1/2	Union Pacific 1st 4s.	98 1/2	98	98 1/2	67			
98 1/2	94 1/2	98 1/2	95 1/2	Union Pac. 1st 4s. reg.	98 1/2	98 1/2	98 1/2	1			
97	86 1/2	95 1/2	90	Union Pacific cv. 4s.	91	90 1/2	90 1/2	30 1/2			
95 1/2	88 1/2	95	91	Union Pacific ref. 4s.	95	95	95	1			
67	50 1/2	61 1/2	52	United R. R.'s of San F. 4s.	53 1/2	53 1/2	53 1/2	19			
27	25	20	18	U. S. Reduction & Refg. 6s.	20	20	20	2			
103	100	104	101 1/2	U. S. Rubber 6s.	102 1/2	102 1/2	102 1/2	25			
102	96 1/2	103 1/2	99 1/2	U. S. Steel 5s.	103	102 1/2	102 1/2	209 1/2			
102 1/2	97 1/2	103 1/2	100 1/2	U. S. Steel 5s. reg.	103 1/2	102 1/2	102 1/2	1 1/2			
98 1/2	96	100	97 1/2	VIRGINIAN RY. 1st 5s.	98 1/2	98 1/2	98 1/2	42			
98	92	95 1/2	90	Virginia Iron, Coal & Coke 5s.	90 1/2	90	90	10			
95	83 1/2	94 1/2	92 1/2	Va. Railway & Power 5s.	92 1/2	92 1/2	92 1/2	1			
91 1/2	89 1/2	93 1/2	90 1/2	Va. Southwestern Cons. 6s.	93 1/2	93 1/2	93 1/2	5			
98	90 1/2	98	91 1/2	Va.-Caro. Chemical 1st 5s.	97 1/2	97 1/2	97 1/2	3			
94 1/2	46 1/2	61 1/2	44 1/2	WABASH ref. 4s.	50	44 1/2	47 1/2	86			
51 1/2	43 1/2	57 1/2	41 1/2	Wab. ref. 4s. Eq. tr. r. sta.	47	41 1/2	42 1/2	140			
27 1/2	10	14 1/2	7	W., P. Term. 1st 4s. Cent. t. r.	7 1/2	7 1/2	7 1/2	10			
3	3 1/2	1 1/2	1 1/2	W., P. Term. 2d 4s. t. r.	1 1/2	1 1/2	1 1/2	7			
105 1/2	101 1/2	106	102 1/2	Westchester Lighting 5s.	105	104 1/2	105	40			
102 1/2	99 1/2	102 1/2	100 1/2	Western Electric 5s.	102	101 1/2	101 1/2	23			

R'ge for '13.		R'ge for '14.			High.	Low.	Last.	Sales.
High.	Low.	High.	Low.					
83½	75	80	57½	Western Maryland 4s.....	62	57½	60	246
77	75	82	75	W. N. Y. & Penn. gen. 4s.....	78½	78½	78½	16
102½	95	98½	93	West. Union Tel. col. tr. 5s. 97½	97½	97½	97½	4
96½	87	93	86½	Western Union r. e. 4½s.....	92	91½	92	11
94	87	96½	89½	Westinghouse E. & M. cv. 5s. 96½	95½	95½	96	29
97½	89	92½	89½	West Shore 4s. reg.....	90½	90½	90½	20½
91½	84	89½	85½	Wisconsin Central gen. 4s.....	88	88	88	3
Total sales .....								\$9,833,000
United States Government Bonds								
101½	95½	98½	86½	Twos, registered .....	96½	96½	96½	1½
103½	101½	102½	100½	Threes, coupon .....	101	100½	100½	*10
Total sales .....								\$2,100
*In \$100.								
Foreign Government Bonds								
99½	95	98	95½	Argentine 5s .....	97½	97½	97½	1
92	85	90	88	Chinese Ry. 5s.....	88	88	88	1
89½	84	90	84½	City of Tokio 5s.....	85½	85½	85½	3
90½	83½	90½	86	Japanese 4½s .....	89½	89½	89½	11½
89½	82½	89½	85½	Japanese 4½s, 2d series.....	89	87½	87½	7
102½	99½	101½	99	Republic of Cuba 5s.....	101½	101½	101½	16
Total sales .....								\$39,500
State Bonds								
102½	97	110½	107½	N. Y. Canal 4½s.....	110½	110½	110½	10
	97	102½	100	N. Y. State 4s, 1961.....	102½	102½	102½	1
	97	110½	107½	N. Y. State 4½s.....	110½	110	110½	98
59½	42	67	50	Va. def. 6s. B. B. & Co. cfs.....	54½	53	54	22
81½	81½	85	83½	Va. funded debt 2-3s. q., 1991	85	85	85	10
Total sales .....								\$141,000
New York City Issues								
86	80½	88½	85	3½s. May, 1954.....	88½	88½	88½	2
84½	84½	88	85½	3½s., 1955 .....	88	88	88	7
		99½	99½	4s. 1936, registered.....	99½	99½	99½	2
97½	91½	100½	95½	4s. 1957 .....	100	99½	100	11
96	90	99½	96	4s. 1956, registered.....	99½	99½	99½	10
97½	90½	100½	95½	4s. 1958 .....	100	99½	100	16
97½	90½	100½	95½	4s. 1959 .....	100	99½	100	31
100½	95½	102½	100½	4½s. 1960 .....	102½	102½	102½	31
100½	98½	102	100½	4½s. 1960, registered.....	102	102	102	2
105½	99½	107½	103½	4½s. 1963 .....	107½	107½	107½	34
102	100	102½	101½	4½s. May, 1917.....	101½	101½	101½	2
103½	100	102	101½	4½s. Nov., 1917.....	101½	101½	101½	1
105½	100	107½	103½	4½s. May, 1957.....	107½	107½	107½	31
105½	99½	107½	103½	4½s. Nov., 1957.....	107½	107½	107½	49
105	100	107½	106	4½s. Nov., 1957, registered.....	107½	107½	107½	10
Total sales .....								\$239,000
Grand total .....								\$10,254,600

## Transactions on the New York Curb

Week Ended July 18

Industrials					—Week's Range.—					Net		Sales.					—Week's Range.—					Net	
High.		Low.		Last.		Ch'ge.		High.		Low.		Last.		Ch'ge.		High.		Low.		Last.		Ch'ge.	
850.	Bay State Gas.	3-16	3-16	3-16	-1-16	1,710.	World's Film	4 1/2	3 1/2	4	- 1/2	10,600.	x Jumbo Extension.	20	17	11	- 2	12,400.	Kerr Lake	6	5 1/2	6	+ 1/2
200.	British-Am. Tob.	21 1/2	21 1/2	21 1/2	- 1/4	960.	Balt. & A. pf., w. l.	7 1/2	7 1/2	7 1/2	..	2,325.	La. Rose Consol.	1	1	1	- 1/2	100.	Mason Valley	2 1/2	2 1/2	2 1/2	- 1/4
100.	Brit.-Am. Tob., new	22	22	22	+ 1/2	1,100.	Con. Gas rights.	3 13-16	3 13-16	3 13-16	-1-16	7,300.	x McKinley-Darragh.	56	51	53	- 3	1,200.	Mt. Min. & L. pf..	2 1/2	2	2 1/2	- 1/4
3,022.	Elkhorne Fuel	25 1/2	24 1/2	25	+ 1/2	350.	Manhattan Transit.	1	1	1	..	5,500.	Nipissing Mines Co.	5 1/2	5 1/2	5 1/2	- 1/4	1,200.	Ohio Copper	5	5-10	5	..
600.	Int. Rubber Tr. cffs	8	7 1/2	7 1/2	+ 1/2	1,150.	Rock Island, new	34	33	33	- 1 1/2	10,500.	x Ore	9	8 1/2	9	..	2,000.	Stand. Silver-Lead.	1 1/2	1 1/2	1 1/2	- 1/4
11.	Kelly Springfield	57	55	55	- 3	1,500.	Rock Isl. pf., new	8 1/2	8 1/2	8 1/2	- 1 1/2	5,200.	Stewart	15-16	15	15 1/2	+ 1/4	41,850.	x Tonopah Merger	40	27	20	- 8
500.	Marconi of Am	2 1/2	2 1/2	2 1/2	- 1/4	7,300.	Rock Island rights.	2 1/2	1 1/2	2 1/2	- 1/2	9,025.	Tonopah Extension.	2-9-16	2 1/2	2 1/2	- 1/4	600.	Tono. M. of Nev.	6-13-16	6-9-16	6-9-16	- 1/2
250.	Maxwell Motors	14 1/2	14 1/2	14	- 1/2	119,700.	Union Pacific rights	20 1/2	27 1/2	27 1/2	- 1 1/2	24,320.	x West End Consol.	70	62	64	- 6	3,000.	x Wet. Silver Mines.	7 1/2	6	7 1/2	+ 3/4
850.	Maxwell Mot. 1st pf	45	43 1/2	45 1/2	- 1/4	Mining					100.	Yukon Gold Mines.	2-3-16	2-3-16	2-3-16	-1-16	x Cents per share.						
110.	Pueb. Smelt. & Ref.	2 1/2	2	2	- 1/4	6,000.	x Beaver Consol	25	23 1/2	24	- 1/2	Bonds											
19,750.	R. & H. Corp., new	10	9	9 1/2	- 1/2	1,575.	Braden Copper	7 1/2	7 1/2	7 1/2	- 1/4	34,000.	Con. Gas conv. 6s.	115 1/2	115 1/2	115 1/2	- 1/4						
20.	R. & H. Corp., old	163	163	+ 3	..	1,350.	Buffalo Mines	1 1/4	1	1 1/4	+ 1/4	10,000.	N. Y. C. 4 1/2s, 1912	102	102	102	- 1/2						
10.	Savoy Oil	8	8	- 1	..	100.	Can. Cop. Corp.	1 1/2	1 1/2	1 1/2	- 1/4	14,000.	Nor. Pac. new 4 1/2s.	90 1/2	90 1/2	90 1/2	- 1/4						
2,400.	Sterling Gum, w. l.	6 1/2	6 1/2	- 1/4	- 1/4	39,200.	x Can. Gold-Silver	9	7	8	+ 1 1/2	81,000.	Western Pacific 5 1/2s.	40 1/2	37 1/2	38 1/2	+ 1 1/2						
100.	Tob. Products pf..	84 1/2	84 1/2	- 1 1/4	- 1 1/4	9,495.	x Caribou Cobalt	68	68	68	+ 1												
4,100.	U. C. St. Co. of Am.	92 1/2	91 1/2	+ 1/2	+ 1/2	150.	Con. Nev.-Utah	1	1	1	..												
3,500.	Un. Cig. St., new	9 1/2	9 1/2	..	..	600.	Copper Mines	1 1/2	1 1/2	1 1/2	+ 1/4												
535.	Un. Cig. Stores pf.	112	111	- 1/2	- 1/2	6,050.	Crown Reserve	1 1/4	1-13-16	1 1/4	+ 1/4												
18,400.	Un. Profit Sh. Corp.	8 1/2	7 1/2	8	..	5,200.	x Ely Consol	6 1/2	5	6	..												
10.	United Fruit	140	140	140	..	2,200.	Florence	35	34	34	- 4												
100.	U. S. L. & H., new	3	3	- 1 1/2	- 1 1/2	1,120.	Goldfield Con	17-16	1 1/2	17-16	..												
2,400.	Wayland Oil & Gas.	4 1/2	4 1/2	- 1/4	- 1/4	625.	Greene-Canaanee, new	32 1/2	29 1/2	32 1/2	+ 4 1/2												
1,945.	Willis-Overland	91 1/2	89 1/2	- 1 1/2	- 1 1/2	4,100.	x Int. Mines Dev. Co.	35	35	35	+ 6												
1,403.	Willis-Overland pf.	96	94	94 1/2	- 1 1/2																		

# Transactions on Other Markets

Below Will Be Found Transactions and High, Low and Final Prices Reported Last Week on Various Markets Elsewhere Than in New York. For Mining Stocks and Public Utilities Securities See Under Those Classifications

## Industrials and Miscellaneous

Name	Market	Sales	High	Low	Last
ALASKA PACKERS, San F.		55	75	73	75
Am. Agr. Chem., Boston		396	55 1/2	55	55 1/2
Am. Agr. Chem. pf., Boston		435	96 1/2	94	94
Am. Agr. 5s., Boston		\$1,000	100 1/2	100 1/2	100 1/2
Am. Bakery 6s., St. Louis		\$1,000	104 1/2	104 1/2	104 1/2
Am. Fork & Hoe pf., Cleve.		100	120 1/2	120 1/2	120 1/2
Am. Hide & L. pf., Phila.		110	21	21	21
Am. Multigraph, Cleveland		20	18 1/2	18 1/2	18 1/2
Am. Pneu. Service pf., Boston		10	20	20	20
Am. Radiator pf., Chicago		10	13 1/2	13 1/2	13 1/2
Am. Sower Pipe, Pittsburgh		120	18 1/2	17 1/2	17 1/2
Am. Shipbuilding, Chicago		30	33	33	33
Am. Shipbuilding pf., Cleve.		50	79	79	79
Am. Sugar, Boston		236	107 1/2	106	106 1/2
Am. Sugar pf., Boston		65	113 1/2	112 1/2	112 1/2
Am. Tobacco pf., Phila.		100	97 1/2	97 1/2	97 1/2
Am. Window Glass, Pitts.		30	101	101	101
Am. Wool pf., Boston		275	75	74 1/2	74 1/2
Ames Holden, Montreal		118	11 1/2	10 1/2	10 1/2
Am. Holden pf., Montreal		45	60	58 1/2	59
Amoskeag Mfg., Boston		1	60 1/2	60 1/2	60 1/2
A. G. & W. I. pf., Boston		10	14	14	14
A. G. & W. I. 5s., Boston		\$1,000	61 1/2	61	61
BALDWIN LOCO, 5s., Phila.		\$2,000	103 1/2	103 1/2	103 1/2
Baldwin Loco. pf., Phila.		110	106 1/2	106 1/2	106 1/2
Barcelona, Toronto		5,386	19 1/2	19 1/2	18 1/2
Bethlehem Steel 6s., Phila.		\$1,000	110 1/2	110 1/2	110 1/2
Booth Fisheries, Chicago		91	32	29 1/2	29 1/2
Booth Fisheries pf., Chicago		285	71	68	68
B. C. Packers, Toronto		10	120	120	120
B. C. Packers, Montreal		30	118	117	118
Bart. F. N. pf., Toronto		60	90	90	90
CALIF. PETRO, Phila.		20	21 1/2	21 1/2	21 1/2
Calif. Wine Ass'n, S. F.		100	40 1/2	40 1/2	40 1/2
Calif. Wine Ass'n 6s., S. F.		\$1,000	95	95	95
Cambria Iron, Phila.		25	43 1/2	43 1/2	43 1/2
Cambria Steel, Phila.		1,054	58 1/2	47 1/2	48 1/2
Canal & Dock, Chicago		50	40 1/2	40 1/2	40 1/2
Canadian Bread, Toronto		126	29	29	29
Canadian Bread pf., Toronto		20	90	89 1/2	90
Canadian Bread bds., Toronto		\$1,500	94	93 1/2	94
*Canadian Car pf., Montreal		5	100	100	100
Can. Car & Fdy bond, Mont.		\$3,000	104	104	104
Canada Cement, Montreal		105	28 1/2	28	28
Canada Cement pf., Montreal		262	91 1/2	90 1/2	91
Can. Cement bond, Mont.		\$2,000	95 1/2	95 1/2	95 1/2
Can. Cotton pf., Montreal		2	72	72	72
Canada Locom. pf., Toronto		115	68 1/2	67 1/2	68
Canada convertibles, Montreal		62	37	37	37
*Canada Cotton pf., Montreal		25	73	73	73
Canada Cotton bond, Montreal		\$200	80	80	80
Canada Gen. Elec., Toronto		637	18 1/2	18	18
Canada Steam Lines, Mont.		251	11	10 1/2	10 1/2
Canada Steam Lines pf., Mont.		2,014	60 1/2	60	60
Canada Steam L. pf., Toronto		125	63 1/2	63 1/2	63 1/2
Canada Leather, Phila.		100	37	37	37
Chicago Pneu. Tool, Chicago		128	54 1/2	53	53
City Dairy, Toronto		12	98	98	98
City Dairy pf., Toronto		4	101	101	101
Consolidated, Pittsburgh		35	9 1/2	9 1/2	9 1/2
Con. Coal, Baltimore		13	97	97	97
Con. Coal 6s., Baltimore		\$5,000	100 1/2	100	100
Con. Coal 4 1/2s., Baltimore		\$1,000	90	90	90
Crow's Nest, Toronto		16	51	51	51
C. & S. Brew. 6s., Cleveland		\$1,000	96 1/2	96	96
Crucible Steel, Pittsburgh		575	15 1/2	15 1/2	15 1/2
Crucible Steel pf., Pittsburgh		195	92	92	92
DAVIS CHEMICAL 6s., Balt.		\$2,000	16 1/2	16 1/2	16 1/2
Diamond Match, Chicago		30	94 1/2	94 1/2	94 1/2
Dominion Bridge, Montreal		47	100	108	108
Dominion Can., Toronto		25	30 1/2	30 1/2	30 1/2
Dominion Can. pf., Toronto		28	80	80	80
Dominion Can. bond, Toronto		\$1,500	93	93	93
Dominion Can., Montreal		15	35	35	35
Dominion Coal pf., Montreal		5	97 1/2	97 1/2	97 1/2
Dominion Coal 5s., Mont.		\$5,000	100	100	100
Dominion I. & S. bond, Mont.		\$8,000	85	85	85
Dominion Iron & S. pf., Mont.		47	76	75	75
Dominion Steel, Montreal		741	23	21 1/2	22 1/2
Dominion Iron & S. pf., Toronto		15	76 1/2	75 1/2	75 1/2
Dominion Steel, Toronto		158	22	21 1/2	21 1/2
Dominion Textile, Montreal		265	70	67 1/2	69
Dominion Textile bonds, Mont.		\$4,000	100 1/2	100	100
D. H. Holmes Co., N. O.		53	133	133	133
Dow Chemical, Cleveland		48	7 1/2	7 1/2	7 1/2
ELEC. STORAGE BAT., Phila.		109	51 1/2	51	51
Elkhorn Fuel, Baltimore		2,705	25	24	24 1/2
Elkhorn Fuel 5s., Baltimore		\$32,000	95 1/2	95	95 1/2
GEN. ASPHALT, Philadelphia		419	37	36 1/2	37
General Asphalt pf., Phila.		10	78 1/2	78	78 1/2
General Electric, Boston		150	148 1/2	147	148
Giant Powder, San Francisco		100	80	80	80
Goodyear, Cleveland		51	173	170	173
Goodyear pf., Cleveland		65	98	97 1/2	98
G. B. S. Brew. 4s., Baltimore		\$6,000	26	26	26
Great Lakes Towing, Cleve.		40	14	14	14
HART, SH. & M. pf., Chicago		120	103 1/2	103 1/2	103 1/2
Hawaiian C. & S., San Fran.		25	26 1/2	26 1/2	26 1/2
Hillcrest Collieries, Montreal		2	22	22	22
ILLINOIS BRICK, Chicago		15	60 1/2	60 1/2	60 1/2
Independent Brew., Pittsburgh		51	4 1/2	4 1/2	4 1/2
Ind. Brew. pf., Pittsburgh		22	23 1/2	23 1/2	23 1/2
Ind. Brew. 6s., St. Louis		\$2,000	60	60	60
Ind. Brew., St. Louis		5	1 1/2	1 1/2	1 1/2
Interlake S. S., Cleveland		107	102	101 1/2	101 1/2
Inter. Button Co., Boston		15	6	6	6
International Shoe, St. Louis		20	91	91	91
Internat. Shoe pf., St. Louis		50	105	105	105
KEWATTIN MILL bd., Mont.		\$1,000	100	100	100
LA BELLE IRON, Pittsburgh		100	29 1/2	29 1/2	29 1/2
Lake Superior Corp., Phila.		420	16	15 1/2	15 1/2

Name.	Market.	Sales.	High.	Low.	Last.
Lake S. Corp., inc. 4s., Phila.		\$1,000	69	69	69
Lake of Woods, Montreal		8	130	130	130
Lake of Woods pf., Montreal		1	120	120	120
Langston Mono., Washington		20	81	81	81
Laurentide Paper, Montreal		1,125	182	177	180 1/2
Lehigh Coal & N., Phila.		483	80	79 1/2	79 1/2
Lehigh Coal & N. cts., Phila.		700	80 1/2	79 1/2	79 1/2
Lehigh Coal & N. 4 1/2s., Phila.		\$32,000	99 1/2	98 1/2	98 1/2
Los Angeles Inv., Los Ang.		2,825	70	62	68 1/2
Leh. C. & N. G. M. 4 1/2s., Phila.		\$8,000	103	102 1/2	102 1/2
MACDONALD, Montreal		50	10 1/2	10	10
*McElwain pf., Boston		12	101 1/2	99 1/2	99 1/2
Maple Leaf, Toronto		225	25	24 1/2	25
Maple Leaf pf., Toronto		62	80	88	88 1/2
Mergenthaler, Washington		50	21 1/2	21 1/2	21 1/2
Mergenthaler, Boston		9	21 1/2	21 1/2	21 1/2
Monarch pf., Toronto		6	25	25	25
Montgomery Ward pf., Chicago		65	113 1/2	112 1/2	113
Montreal Cotton pf., Montreal		35	100	90	90
Mutual Fuel 5s., Chicago		\$5,000	100 1/2	100 1/2	100 1/2
NAT. BRICK, Montreal		85	47	47	47
Natamas 6s., San F.		\$2,000	25	25	25
Nat. Brick bond, Montreal		\$10	47	47	47
Nat. Brew. bond, Mont.		\$1,000	102	102	102
Nat. Candy, St. Louis		25	8 1/2	8 1/2	8 1/2
National Carbon, Chicago		55	117 1/2	117 1/2	117 1/2
Nat. Carbon pf., Chicago		30	120	120	120
National Fireproof, Pitts.		345	7 1/2	7 1/2	7 1/2
National Fireproof pf., Pitts.		10	23 1/2	23 1/2	23 1/2
N. E. Cotton Yarn, Boston		15	20	20	20
New Or. Land Co., New Or.		70	23 1/2	23 1/2	23 1/2
New Or. Board Trade, N. O.		4	25	25 1/2	25
Noble Electric, San Fran.		900	60	50	60
Nova Scotia Steel, Montreal		706	52	48	52
Nova Scotia Steel bd., Mont.		\$4,500	87	87	87
OGILVIE MILL, Montreal		10	114	114	114
Ogilvie bond, Montreal		\$1,000	102 1/2	102 1/2	102 1/2
Orpheum Theatre 6s., San F.		\$2,000	103 1/2	102 1/2	103 1/2
PAATHAU S. P. CO., San F.		25	11 1/2	11 1/2	11 1/2
Penmans, Montreal		25	50	50	50
Penmans pf., Montreal		505	82	81	81 1/2
Penn. Salt Mfg., Phila.		187	104 1/2	103 1/2	103 1/2
Penn. Steel pf., Phila.		16	64 1/2	64 1/2	64 1/2
Pioneer St. Ship, Cleveland		5	105	105	105
Pitts. Brewing, Pittsburgh		195	9 1/2	8 1/2	9 1/2
Pitts. Brewing pf., Pittsburgh		15	24 1/2	24 1/2	24 1/2
Pitts. Brewing 6s., Pittsburgh		\$6,000	60	60 1/2	60
Pitts. Coal, Pittsburgh		10	19 1/2	19 1/2	19 1/2
Pitts. Coal pf., Pittsburgh		100	89 1/2	89 1/2	89 1/2
Pitts. Plate Glass, Pittsburgh		10	102 1/2	102 1/2	102 1/2
Pressed Steel Car, Phila.		15	43 1/2	43 1/2	43 1/2
Plaquemine Levee 5s., New Or.		\$1,000	101 1/2	101 1/2	101 1/2
Price Bros. bonds, Montreal		\$5,000	78	78	78
Pullman Palace Car, Boston		168	157 1/2	155	155
QUAKER OATS pf., Chicago		97	106 1/2	106	106
REECE FOLDING, Boston		45	4	4	4
Reece Buttonhole, Boston		19	20	19 1/2	19 1/2
Rep. Iron & Steel, Phila.		221	21 1/2	21	21
Rich. & Ont. Nav., Montreal		10	88	88	88
SANTA CRUZ P. C., San F.		110	40 1/2	40 1/2	40 1/2
Santa Cruz P. C. 6s., San F.		\$3,000	87	87	87
Sears-Robuck, Chicago		811	193	191	192
Sears-Robuck pf., Chicago		20	123	123	123
Shredded Wheat, Toronto		236	91 1/2	90	91
Spanish-Am. Iron 6s., Phila.		\$5,000	102 1/2	102	102
Spanish River, Montreal		280	10 1/2	9	9 1/2
Spanish River pf., Montreal		220	41	39 1/2	41
Spanish River, Toronto		25	9 1/2	9 1/2	9 1/2
Stark T. Brewing 6s., Cleve.		\$5,000	68 1/2	68 1/2	68 1/2
Steel Co. of Canada, Toronto		457	12 1/2	11 1/2	12 1/2
Steel Co. of Canada, Montreal		100	13	12 1/2	13
Swift & Co., Chicago		125	106 1/2	106	106 1/2
Swift & Co. 5s., Chicago		\$11,000	96 1/2	96 1/2	96 1/2
Swift & Co., Boston		124	106 1/2	106	106
TORRINGTON, Boston		51	30 1/2	29 1/2	29 1/2
Tuckett, Montreal		33	30	30	30
UNION CARBIDE, Chicago		291	156	154	154
Union Switch & Signal, Chgo.		150	107	106	106
Union Switch & Signal, Pitts.		254	107	104 1/2	104 1/2
United Fruit, Boston		1,640	140 1/2	137 1/2	138 1/2
United Fruit 4 1/2s., 1923, Boston		\$1,000	93 1/2	93 1/2	93 1/2
United Shoe Machine, Boston		1,554	59 1/2	57 1/2	58 1/2
United Shoe Mach. pf., Boston		62	29 1/2	29 1/2	29 1/2
U. S. Rubber 1st pf., Phila.		5	103 1/2	103 1/2	103 1/2
U. S. Steel, Chicago		250	61 1/2	59 1/2	60 1/2
U. S. Steel, Boston		6,502	61 1/2	59 1/2	60 1/2
U. S. Steel, Pittsburgh		30	60 1/2	60	60
U. S. Steel, Phila.		22,080	61 1/2	59 1/2	60 1/2
U. S. Steel pf., Phila.		2	100 1/2	100	100
Upson Nut 6s., Cleve.		\$1,000	101 1/2	101 1/2	101 1/2
WARWICK IRON & S., Phila.		38	18 1/2	18 1/2	18 1/2
Wayagamack, Montreal		155	32 1/2	32	32 1/2
Wayagamack bond, Montreal		\$24,000	76	75 1/2	75 1/2
Westinghouse A. B., Pitts.		707	129 1/2	128	129
West. Elec. & Mfg., Pitts.		262	39 1/2	39	39 1/2
Westinghouse Mach., Pitts.		19	24	24	24
Westmoreland Coal, Phila.		602	63	61	61
*Ex dividend.					

# Railroads

Name.	Market.	Sales.	High.	Low.	Last.
A. C. LINE cv. 4s., Balto.		\$4,400	93 1/2	93	93 1/2
Atchafon, Boston		5	98 1/2	98 1/2	98 1/2
Atchafon pf., Boston		100	90 1/2	90	90 1/2
BALTO. & OHIO, Boston		25	90	90	90
Boston & Albany, Boston		5	180	187 1/2	189
Boston & Lowell, Boston		7	155	155	155
Boston & Maine, Boston		962	34 1/2	32 1/2	32 1/2
Boston & Providence, Boston		20	226	226	226
CANADIAN PAC., Phila.		25	180	180	180
Can. Pac., Montreal		2,203	191	185 1/2	186 1/2
Can. Pac., Toronto		633	190	184	187 1/2
C. & B. & Q. jt. 4s., Boston		\$10,000	97 1/2	94 1/2	97 1/2
Ches. & Ohio, Phila.		10	46 1/2	46 1/2	46 1/2



# Latest Earnings of Important Railroads

Below are shown the earnings of important railroads according to the latest reports published. The net earnings are in some cases the figure resulting from the

deduction of expenses alone from gross receipts, in others it is the amount remaining after taxes have been paid and car settlements made with other railroads. As

each railroad reports its net in the same way from month to month, these figures, published currently, are the best guide for those interested.

## May Gross and Net Earnings

May Compared with Same Month in 1913				Earnings July 1 to May 31, Compared with Same 1912-13							
Gross		Net		Railroad	Gross		P. C.	Net		P. C.	
Amount	Change	Amount	Change		Amount	Change		Amount	Change		
\$8,879,791	-\$488,607	\$2,557,521	-\$295,277	Atch., Top. & Santa Fe.....	\$101,838,406	-\$6,437,416	-5.9	\$29,540,338	-\$2,672,211	-8.3	
3,955,882	+ 131,810	629,093	+ 18,602	Atlantic Coast Line.....	33,981,826	+ 468,008	+ 1.4	8,583,796	+ 924,173	+ 9.7	
7,586,213	-1,381,243	1,917,681	-758,300	Baltimore & Ohio.....	89,610,138	-3,130,567	-3.4	23,834,852	-1,641,355	-6.4	
3,820,863	-152,781	647,971	-6,038	Boston & Maine.....	42,290,901	-2,173,951	-4.9	6,529,549	-924,271	-12.4	
1,641,600	-576,800	481,600	-98,600	Canadian Northern.....	21,045,400	+ 243,800	+ 1.2	5,888,400	+ 381,900	+ 6.9	
9,795,928	-2,109,051	2,963,011	-541,019	Canadian Pacific.....	119,760,041	-7,961,225	-3.1	39,089,301	-3,528,818	-8.3	
953,620	-49,552	49,287	-40,529	Central R. of Georgia.....	13,258,771	+ 300,318	+ 2.3	2,854,519	+ 49,291	+ 2.0	
2,994,832	+ 50,275	784,412	+ 113,914	Chesapeake & Ohio.....	33,528,862	+ 1,504,081	+ 4.7	2,608,207	+ 51,837	+ 1.9	
1,074,245	-189,069	131,603	-23,972	Chicago & Alton.....	13,202,945	-920,893	-6.5	1,438,638	-403,636	-21.9	
6,520,268	-775,291	904,213	-219,562	Chicago, Bur. & Quincy.....	85,239,098	-1,639,599	-1.9	24,940,121	-1,643,296	-6.2	
1,066,400	-232,083	104,506	-598,746	Chicago & Eastern Illinois.....	14,417,664	-451,826	-3.0	1,741,480	-616,279	-26.1	
1,090,016	-37,229	147,026	-47,303	Chicago Great Western.....	13,102,399	+ 1,673,377	+ 2.6	2,694,459	+ 310,906	+ 10.3	
6,970,871	-367,160	1,830,218	-25,320	C. & M. St. Paul.....	84,111,285	-2,340,854	-2.7	24,352,592	-1,136,470	-4.5	
6,465,427	-224,596	865,493	-536,122	Chicago & Northwestern.....	76,399,257	+ 559,363	+ 0.7	18,437,549	+ 880,064	+ 4.6	
1,303,725	+ 11,500	317,934	+ 47,235	Chi., St. P. & M. & O.....	16,542,614	+ 922,217	+ 5.9	4,029,245	+ 136,103	+ 3.2	
882,852	+ 43,778	29,329	+ 30,200	Cin., Hamilton & Dayton.....	9,219,573	+ 79,545	+ 0.9	452,028	+ 998,425	+ 68.8	
925,589	-327,868	124,316	-164,294	Colorado & Southern.....	12,236,629	-1,736,093	-12.3	2,563,919	-1,206,904	-32.0	
3,414,173	-155,150	1,009,230	-156,972	Del., Lack. & Western.....	36,355,709	-770,152	-2.1	11,447,430	-1,580,451	-12.1	
1,751,378	-161,357	583,680	-79,121	Denver & Rio Grande.....	21,376,419	-1,203,456	-5.3	7,110,295	-453,448	-6.0	
4,863,225	-547,486	1,347,439	-286,650	Erie.....	55,671,464	-619,004	-2.7	11,228,333	-3,446,644	-23.5	
5,867,557	-859,617	888,185	-1,044,456	Great Northern.....	69,329,992	-2,526,898	-9.4	22,817,769	-3,865,472	-16.7	
5,221,979	-440,845	833,206	-237,668	Illinois Central.....	61,092,009	+ 1,655,809	+ 2.8	10,876,693	+ 853,150	+ 8.5	
886,186	-15,177	228,947	-68,466	Kansas City Southern.....	10,012,986	+ 160,657	+ 1.6	3,177,889	+ 88,223	+ 2.7	
3,516,422	-278,795	1,180,970	-126,880	Lehigh Valley.....	36,161,936	+ 3,137,958	+ 8.0	9,047,410	+ 2,224,032	+ 19.7	
4,514,075	-557,305	590,322	-141,591	Louisville & Nashville.....	55,167,021	+ 369,345	+ 0.7	12,085,620	+ 244,048	+ 2.0	
927,873	-11,110	266,208	-79,124	Maine Central.....	10,654,080	+ 265,667	+ 2.6	2,879,412	+ 59,233	+ 2.0	
1,292,519	-493,132	254,800	-123,365	M. St. P. & S. S. M.....	17,307,920	-2,529,014	-12.8	5,050,016	-2,617,368	-34.1	
785,014	-104,594	144,757	-53,863	Chicago Division.....	9,756,373	-2,453,350	-2.5	2,633,694	-360,670	-12.0	
2,194,849	-214,778	523,180	-64,213	Missouri, Kansas & Texas.....	29,209,161	-785,509	-2.6	6,635,208	-236,228	-3.5	
4,624,180	-481,506	1,075,573	-602,262	Missouri Pacific System.....	55,106,770	-2,323,912	-4.0	15,123,211	-822,614	-5.2	
1,014,189	-123,246	168,572	-55,321	Nash., Chat. & St. L.....	11,805,680	-443,299	-3.6	2,109,405	-334,813	-13.7	
2,111,859	-1,506,808	260,410	-572,588	Nat. Railways of Mexico.....	32,499,521	-21,774,543	-40.1	2,213,026	-18,642,669	-90.4	
21,598,248	-4,120,258	3,601,738	-2,367,098	New York Central Lines.....	106,364,887	-12,940,547	-10.9	13,588,086	-10,756,908	-44.3	
7,539,944	-1,004,500	1,388,644	-497,345	N. Y. C. & H. R. R.....	35,834,903	-3,359,303	-8.6	4,842,163	-2,140,437	-39.1	
5,580,764	-159,441	1,260,057	-307,979	N. Y., N. H. & H.....	60,839,176	-2,358,575	-3.7	13,291,247	-3,220,281	-19.5	
3,760,982	-140,586	1,305,677	-25,974	Norfolk & Western.....	40,756,465	+ 759,434	+ 1.9	13,256,847	+ 718,055	+ 5.0	
5,076,146	-690,271	1,384,001	-84,963	Northern Pacific.....	62,887,164	-3,764,752	-5.6	20,037,566	-2,332,454	-10.4	
29,455,472	-4,635,778	5,938,995	-714,043	Pennsylvania System.....	139,516,352	-12,919,919	-8.5	19,235,723	-2,609,096	-11.9	
13,900,292	-1,703,626	3,110,112	-384,197	Pennsylvania R. R.....	68,554,808	-5,138,627	-7.0	11,125,601	-2,119,838	-16.0	
1,241,350	-174,402	2,747,682	-2,956,215	Pere Marquette.....	15,189,072	+ 907,915	+ 5.6	4,746,464	+ 4,736,464	...	
4,054,812	-314,731	1,618,264	-126,531	Reading System.....	44,785,792	-2,738,692	-5.8	17,073,955	-6,970,569	-29.0	
4,938,829	-431,364	1,346,568	-190,306	Philadelphia & Reading.....	62,051,000	-2,938,001	-4.5	14,462,281	-3,885,730	-21.2	
2,624,978	-159,881	457,946	-603,831	Rock Island Lines.....	30,648,231	-1,008,425	-3.2	10,185,884	+ 193,208	+ 1.9	
3,133,180	-391,138	750,697	-194,471	St. L., Iron Mt. & Southern.....	37,208,316	-2,674,835	-6.3	9,239,732	-2,872,515	-23.7	
871,899	-158,362	290,282	-497,618	St. Louis & San Francisco.....	11,887,495	-449,405	-3.6	3,148,153	-1,233,036	-28.1	
2,040,670	-36,080	99,751	-186,389	St. Louis & Southwestern.....	23,444,470	+ 757,264	+ 3.3	6,409,234	+ 168,615	+ 2.5	
10,983,655	-800,484	546,572	-90,528	Seaboard Air Line.....	126,975,984	-4,154,185	-3.2	34,664,751	-6,282,523	-15.8	
5,505,276	-100,433	2,512,131	-1,047,841	Southern Pacific.....	64,367,103	+ 984,711	+ 1.6	15,537,786	+ 1,128,686	+ 6.8	
1,085,279	-99,706	955,897	-146,220	Southern Railway.....	11,895,401	+ 588,435	+ 4.3	2,262,204	+ 408,497	+ 15.3	
6,718,160	-552,321	108,715	-108,715	Mobile & Ohio.....	84,824,933	-1,249,764	-1.5	29,066,354	-2,925,567	-9.1	
2,304,225	-308,447	1,933,883	-341,942	Union Pacific.....	27,684,839	-1,485,316	-5.1	5,422,316	-1,203,792	-18.2	
864,302	+ 3,114	277,860	-224,725	Wabash.....	11,702,173	+ 501,971	+ 4.7	3,121,681	+ 1,325,773	+ 73.8	
		4,376	-4,376	Yazoo & Miss. Valley.....							

\*Fiscal year begins Jan. 1. †Deficit.

## RAILROAD DIGEST

### Weekly Gross Earnings

Following are gross earnings, as reported by some important railroads, compared with the corresponding week in 1913:

	Amount	Change
First Week of July.		
Canadian Northern.....	\$362,000	-\$70,700
Canadian Pacific.....	2,343,000	-257,000
Chesapeake & Ohio.....	554,997	+ 86,674
Chicago, Indianapolis & Louisville.....	132,689	+ 12,490
Cin., New Orleans & Texas Pacific.....	186,182	+ 9,932
Chicago & Alton.....	249,165	-28,887
Chicago Great Western.....	216,512	-24,827
Colorado & Southern.....	218,442	-28,200
Detroit & Mackinac.....	23,066	-972
Denver & Rio Grande.....	402,400	-41,300
Grand Trunk.....	1,048,000	-39,457
Interoceanic Rys. of Mexico (Mexican currency).....	31,746	-97,380
International & Great Northern.....	142,000	-13,000
Louisville & Nashville.....	1,000,205	-20,690
Minneapolis & St. Louis.....	177,912	+ 5,402
Missouri, Kansas & Texas.....	533,214	+ 17,129
Missouri Pacific.....	1,041,000	+ 50,000
Mobile & Ohio.....	215,997	+ 1,436
National Rys. of Mexico (Mexican currency).....	832,021	-270,373
Rio Grande Southern.....	9,347	-2,783
Southern Railway.....	1,254,384	+ 17,760
St. Louis & Southwestern.....	212,000	-17,000
Texas & Pacific.....	301,212	+ 15,818
Toledo, Peoria & Western.....	21,375	+ 1,132
Toledo, St. Louis & Western.....	89,951	+ 5,039
Western Pacific.....	106,900	-13,100

### Canadian Northern

The transcontinental line from tidewater to tidewater will probably be completed in October or November next, according to Sir Donald Mann, Vice President of the Canadian Northern Railway Company, who says that in the eastern section of the Canadian Northern main line there remain only a few gaps to be tracked and ballasted, about 100 miles in all. Grading has been finished. In this working area 4,000 men are employed. The main line on the plains is complete, giving a full passenger and freight service between Port Arthur and Edmonton, while the line extending to Yellowhead Pass, is at present the terminus of steel. From Yellowhead Pass to North Thompson, a distance of approximately 200 miles, grading is well under way. Three thousand men are working on the British Columbia section, and 1,000 are engaged on the prairie lines.

### Canadian Pacific

Sir Thomas Shaughnessy, President of the company, last Wednesday issued this statement: "After the payment of all fixed charges and dividends the company

entered upon the new fiscal year July 1 with \$36,000,000 in cash and \$14,000,000 in equipment securities, after having spent upward of \$30,000,000 on railway and steamship construction, for which 4 per cent. consolidated debenture stocks have been authorized but not offered on the market. The end has nearly been reached with all the important work on construction and improvement that was in progress, and only a comparatively small portion of the money in hand will be required for its completion. No new works of any magnitude are contemplated at present and therefore no necessity exists for the further issue of capital stock. It is not unlikely, however, that the Directors will, at the meeting in October, recommend to the shareholders that the authorized ordinary share capital be made to conform to the amount for which the company has legal warrant, so as to provide for the future capital requirements as and when they arise."

### Central Branch, Union Pacific Railway

This road, Secretary of the Treasury McAdoo reports to the House of Representatives, is now a part of the Missouri Pacific System, constituting the 100-mile line from Atchison to Waterville, Kan. It was sold to the Missouri Pacific before the Union Pacific was reorganized. It owed the United States \$3,621,059 as a result of subsidy bonds issued by the Government when the road was constructed. The Secretary reported that the principal of the indebtedness is \$1,000,000, the remainder representing accumulated interest. Secretary McAdoo further stated that a solicitor for the Treasury Department under the Taft Administration had advised action to recover the sum named, but Attorney General Wickersham had disagreed. The present solicitor of the department has been requested to prepare the case for submission to Attorney General McReynolds for reconsideration.

### Kansas City, Mexico & Orient

Continuance of the injunction sought by creditors against the issuance of securities by the Reorganization Committee was denied last week by Judge E. L. Fisher of Wyandotte County, Kan. The court held that it had no authority to forbid reorganization. The Kansas Utilities Commission has caused the proposed stock issue to be reduced from \$45,000,000 to \$20,000,000, but has approved the issuance of income bonds in the sum of \$31,000,000, besides allowing the company to borrow \$6,000,000 on its two-year notes.

### Missouri Pacific

Kuhn, Loeb & Co. have been instrumental in naming two protective committees to look after the interests of holders of Missouri Pacific bonds. One of these committees, it was announced, was formed at the request of holders representing a large amount of forty-year 4 per cent. bonds issued in 1906. This is known as a

Bankers' Trust Committee, Benjamin Strong, Jr., President of the Bankers' Trust Company, being the Chairman. Other members are Otto H. Kahn of Kuhn, Loeb & Co., John W. Platten, and W. H. Williams. The second committee, known as a Guaranty Trust Company Committee, was formed to care for the holders of the first and refunding mortgage bonds. The Chairman of this committee is Alexander Hemphill, President of the Guaranty Trust Company, the other members being Robert Fleming of London, Donald G. Geddes, Jerome J. Hanauer of Kuhn, Loeb & Co., Alvin W. Krech and C. E. Termeulin of Amsterdam. The foreign bankers were included in the second committee to obtain the co-operation of convertible bondholders in Europe. The organization of these committees is believed to foreshadow a readjustment of the Missouri Pacific's financial affairs, which for some time has been regarded not only as imperative but inevitable. Stockholders also deeming it expedient to be prepared for any developments, have also formed a protective committee, which is composed of the following: J. N. Wallace, President of the Central Trust Company, Chairman; J. Horace Harding, Frederick Strauss, Albert H. Wiggin, and Robert Winsor. A fourth committee has been organized to look after the interests of the holders of the \$25,000,000 6 per cent. extended notes which mature June 1, 1915. This committee consists of Edwin G. Merrill, President of the Union Trust Company, Chairman; Stephen Baker, Howard Bayne, Louis V. Bright, A. B. Hepburn, and Henry Ruhlender of Speyer & Co. Spooner & Cotton have been engaged as counsel. Representative holders of the notes in other cities, it is said, will be asked to join this committee.

### New York Central

Answer to the injunction suit brought to restrain the New York Central and the Harlem roads from consolidating was filed in the Federal Court last Friday. It denies the charge that the stockholders of the Harlem had bargained away their rights, and a consolidation would withdraw from them the practical guarantee of 10 per cent. on their holdings of stock.

### Union Pacific

A decision handed down by the Court of Appeals at Albany last Tuesday unanimously affirmed the right of the company to distribute an extraordinary dividend of \$80,000,000, consisting chiefly of the road's holdings of Baltimore & Ohio, among its common stockholders, to the exclusion of the holders of preferred stock. The decision was rendered in an action brought by the Equitable Life Assurance Society, which is a large holder of Union Pacific preferred stock, to restrain the distribution being made among common stockholders only. The Executive Committee decided that the extra dividend should be paid today.

# Mining

## Recovery of Oil in California

### Not More than 50 Per Cent. of Deposits in That State Likely to be Marketed Un- less More Efficient Methods Are Adopted

NOT more than half of the oil in the California fields is likely to be marketed under conditions of operation such as have prevailed in the past. This is a striking illustration of the waste which attends the recovery of some of the world's natural resources. This and many other interesting facts regarding the California oil fields and the results which have been attained there are given in a bulletin prepared by Ralph Arnold and V. R. Garfias and just issued by the United States Bureau of Mines.

Although the intrinsic value of an oil property usually is based on the total quantity of oil that theoretically can be recovered, this quantity is seldom, if ever, actually extracted from the underground reservoir. In order to differentiate between the total quantity contained in the sands, that which theoretically can be recovered and that actually recovered, and between the quantity recovered and the volume sold, the terms "oil content," "recoverable oil," "oil recovered" (gross production), and "oil delivered" or sold (net production) commonly are used.

The term "oil content" includes all the oil stored within the boundaries of the tract. A large part of the oil in the producing zones never can be recovered, as friction and other factors prevent its escape from the reservoir rocks. Usually a smaller proportion also is lost in associated sands which, though penetrated by the well, are too poorly saturated to be worked at a profit. As a rule, such isolated sands above and below the main zone eventually become flooded with water.

#### NATURE'S ROYALTY

The term "recoverable oil" represents that part of the stored oil that is extracted when the highest efficiency is attained, the difference between this quantity and the total oil content constituting, in a sense, a theoretical royalty that nature exacts from the oil operator. The efficiency attained in producing oil is measured, therefore, by the ratio of the quantity of oil recovered to the "recoverable oil," an ideal condition existing when the two figures are identical. It is estimated that the average actual values of this ratio in California range approximately between 50 and 60 per cent.

The "oil recovered" represents to the operating company a definite asset, which, unfortunately, is seldom fully realized. As a rule, the oil is allowed to flow over the ground and some is wasted through seepage and evaporation. Furthermore, improper separation from water and wasteful utilization of oil as fuel at wells and pumping plants diminish the net output decidedly. It is probable that 10 to 15 per cent. of the total gross production of the State has been wasted through seepage or evaporation, and that between 8 and 10 per cent. has been used as fuel in the past, leaving some 80 to 85 per cent. as "net production" available for delivery to pipe lines or to the consumer. As in coal mining, there will remain always in an extensive oil deposit a large quantity of oil that never will be recovered. If past conditions prevail throughout the life of the fields, it is no exaggeration to state that of the supply of recoverable oil throughout the oil fields of California not over 40 to 50 per cent. will ever be marketed. This loss may be due to a number of causes, such as premature flooding of the main oil reservoir with water, nonrecovery of oil in isolated beds that are never worked, defective finishing of wells, and wasteful production from uncontrolled gushers and gassers.

#### CATCHING THE WASTE

A remarkable example of the amount of oil that is actually wasted is found in the Kern

River field, where a company controlling the land near the junction of the Kern River and a ravine that crosses the field has installed a catch basin to gather the oil wasted by the companies having wells along the ravine. It is estimated that the net "production" of oil from this catch basin for the last eight years aggregates close to 250,000 barrels, or about eighty-five barrels a day.

The causes of waste should be kept continually in mind when appraising oil properties, the value of which should not be based on the quantity of oil theoretically recoverable, but on the figures of net production, the only tangible source of revenue to an oil-producing company.

The majority of oil operators believe that the best means of increasing net production is to add to the number of producing wells, and although in many cases this plan may be advisable, in others it leads only to greater expenditure without proportionate return. The financial success of an oil enterprise frequently depends on the factors controlling the ratio between gross production and recoverable oil; that is, on the efficiency attained in the recovery of the oil from the underground reservoir. Efficiency of recovery will assume greater importance as the production of the fields decreases and as uses for crude petroleum are developed.

The pumping of oil under the conditions prevailing in California presents difficulties seldom encountered in mechanical problems of like nature. The character and extent of the difficulties will be evident in some measure if one realizes that a fluid having the consistency of molasses and carrying a large quantity of sand has at many wells to be lifted through a column of tubing two or three inches in diameter and half or three-quarters of a mile in depth.

#### DEEP WELL COSTS

The recovery of oil from shallow wells naturally may be effected by apparatus relatively cheaper and simpler than that required for deep wells, and in order to obtain uniformly successful results from different properties it is necessary that the extra cost of operating in deep territory be compensated by a correspondingly greater yield or better quality of oil.

In some of the fields of California wells 200 to 1,000 feet deep, producing about five barrels a day, can be operated at a profit if the selling price is as low as 30 cents a barrel, whereas in others, where the oil has to be lifted 3,000 to 4,000 feet, it is not economical to pump the wells unless the yield equals or exceeds 100 barrels a day, or unless the wells contain sufficient gas to assist materially the action of the pump.

Some properties in the Santa Clara Valley district afford a striking example of high efficiency. The wells are drilled in ten to fifteen days, tapping the oil sand at about 700 feet; these are pumped in groups of about twenty by means of a pumping "power" operated by a gas engine using natural gas from the wells. The oil produced, owing to its quality, is sold at a price about three times that commanded by the heavy grades in California. The other extreme is well exemplified in the San Joaquin Valley fields, where small quantities of oil are being recovered after more than a year has been consumed in drilling to a depth of over 4,000 feet. Between these extremes the range in types of producing oil properties is great, and the line separating profitable from unprofitable investments fluctuates under the influence of the various factors affecting the oil industry.

### The Metal Markets

NEW YORK.—The market for copper metal on Monday was dull, with practically no business in electrolytic here or abroad. On Tuesday there was a decline of 10 shillings in the price of standard at London, and this made dealers in second hands more eager for orders and buyers less disposed to do anything. Wednesday developed nothing new in the situation aside from a slight recovery in the London quotation for Standard. The market continued inactive and featureless on Thursday, but on Friday there was a further slight recovery in the price of Standard copper abroad. The Boston News Bureau quotes Joseph Clendennin, manager of the copper sales department, in part as follows: "The copper business is not nearly so depressed as is generally thought to be the case. The general theory as to depressing condition of business in this country is somewhat exaggerated. Our average monthly deliveries for last year were 64,000,000 pounds, as compared with an average for the six months of this year of 55,000,000 pounds, showing that the business of this year is on an 85 per cent. basis, compared with all of last year. One hears a good deal of talk about the domestic business being 70 per cent. to 75 per cent. of normal; the question is, What is normal? No one whom I have asked can satisfactorily answer this question. I consider the average of all of last year as a normal basis for figuring this year, and if I am right the showing seems to me to be ever so much better than the current reports." The visible copper supply in England and France, and afloat thereto, on July 15 was 25,523 tons, an increase of 153 tons in the past fortnight. Visible supplies of copper

at Rotterdam, Hamburg, and Bremen on July 15 were 6,938 tons, a decrease of 668 tons since July 1. Supplies at Rotterdam decreased 150 tons; at Hamburg, decreased 544 tons; at Bremen, increased 26 tons. The average composite metal price of copper, tin, spelter, and lead, as compiled by Hermann Maximilian Jacoby, for the period July 1 to July 15 was 14.98252 cents per pound, a rise of 0.37588 cent, as compared with the composite price from June 16 to June 30, and a decline of 2.08324 cents, as compared with the composite price July 1 to July 15, 1913. This is the first time since March 31 that the average price advanced.

#### Bar Silver Prices

	London.	New York.
	Pence.	Cents.
Saturday, July 11.....	25 1/4	54 3/4
Monday, July 13.....	25 11-16	54 3/4
Tuesday, July 14.....	25 7-16	54 3/4
Wednesday, July 15.....	25 1/4	54 3/4
Thursday, July 16.....	25 1/4	54 3/4
Friday, July 17.....	25 1-16	54 3/4
Saturday, July 18.....	25 1-16	54 3/4

### Mines and Companies

#### Anacosta

A new refinery for copper will, according to advices from Butte, Mon., be erected by the company shortly at Great Falls to handle half of the product of the Washoe Smelter. This, it is said, will avoid the necessity of enlarging the refinery at Perth Amboy, which has been receiving all of the Washoe copper, amounting to between eighteen and twenty million pounds a month.

#### Arizona Copper

Production for June and six months compares as follows:

	1914.	1913.	1912.
January .....	3,474,000	3,100,000	3,200,000
February .....	3,062,000	3,000,000	3,020,000
March .....	3,284,000	3,200,000	3,150,000
April .....	3,570,000	3,100,000	3,400,000
May .....	3,062,000	3,200,000	3,500,000
June .....	3,742,000	3,000,000	3,300,000
Total .....	20,224,000	18,600,000	19,570,000

#### Calumet and Arizona

The combined production of Calumet and Arizona Mining Company and Superior and Pittsburgh Copper Company for the month of June, 1914, was 4,630,000 pounds blister copper.

#### Calumet and Hecla

A statement filed by the company with the Secretary of State of Massachusetts shows its financial condition to compare with that of a year ago as follows:

ASSETS.	1914.	1913.
Real estate and machinery.....	\$41,858,674	\$48,146,329
Merchandise .....	3,314,212	5,190,788
Cash and debts receivable.....	3,054,322	3,788,526
Holdings in other companies.....	16,396,921	15,025,438
Total .....	64,321,131	72,151,082
LIABILITIES.		
Capital stock .....	\$1,200,000	\$1,200,000
Accounts payable.....	217,809	396,758
Floating debts .....	4,134,000	4,134,000
Profit and loss.....	58,769,321	66,420,324
Total .....	64,321,131	72,151,082

#### East Butte


June production compares with that of previous months as follows:

	Copper, lbs.	Silver, oz.	Gold, oz.
January .....	1,099,800	41,132	331
February .....	1,193,960	36,486	270
March .....	1,546,180	42,211	293
April .....	1,173,080	30,125	191
May .....	1,179,762	25,553	275
June .....	1,215,323	25,190	297

#### Shattuck-Arizona Copper

Production for June and earlier months of the year compares as follows:

	Copper, lbs.	Silver, oz.	Gold, oz.
January .....	1,276,636	24,595	394.02



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February .....	1,134,480	24,594	213.9
March .....	1,136,458	27,054	319
April .....	1,380,594	20,323	289
May .....	1,353,043	34,738	325
June .....	1,226,987	24,311	200

**Tonopah.**

Production during the week ended July 10 was, in detail, as follows:

Company.	Tons.	Company.	Tons.
Tonopah Belmont.....	2,612	MacNamara .....	289
Tonopah Mining .....	2,300	Jim Butler .....	600
Tonopah Extension.....	1,159	Merger .....	100
West End .....	1,050	North Star .....	100
Montana-Tonopah .....	1,042		
Total .....			9,232

Estimated valuation, based on gross mining value of the ore, \$254,620, compared with 11,596 tons, valued at \$297,985, in the preceding week.

**OIL NEWS****Another Cut in Export Oil Prices**

The Standard Oil Company of New York last week announced a further reduction of 15 points in all grades of refined oil for export. This makes a total reduction of 50 points since last May.

**Petroleum Deposits in Latin America**

The value of the petroleum deposits in Latin America are rapidly becoming more evident, according to a statement by The Pan-American Union. Rich oil areas have been discovered in the Republic of Colombia. Those already have been studied sufficiently well to demonstrate a supply for commercial needs, and there is promise that development will go steadily forward. The new fields are at Tubara, close to the important Caribbean seaport of Barranquilla, through which much of the shipping of the Magdalena River, and consequently of the interior of the country, is carried on. Already scientific engineers have estimated that sufficient oil is within reach to supply a good part of the demand of steamers passing through the Panama Canal. Peru and Argentina have developed oil wells to the point of commercial profit; Mexico has enormously rich fields of oil; Venezuela has petroleum with the asphalt beds; Honduras and Ecuador give great promise of areas in which oil is indicated in productive quantities, and only a few weeks ago The Union reported the discovery of a remarkable series of petroleum deposits lying for several hundred miles along the east slope of the Andes.

**Houston Oil Company**

The Maryland Trust Company, as trustee for the Houston Oil properties, has been notified that the Kirby Lumber Company will deposit \$703,125 to meet interest and dividend obligations on the Houston oil securities which are payable Aug. 1. This is the minimum sum payable by the Kirby Lumber Company under its stumpage contract.

**Pennsylvania Crude Oil Prices Cut**

A reduction of 3 to 5 cents a barrel in the price of Pennsylvania crude oils was announced last week. Prices now quoted are: Pennsylvania, \$1.70; Mercer Black, \$1.27; Newcastle, \$1.27; Cabell, \$1.32, and Somerset, \$1.02.

**Standard Oil of California**

Stockholders at a special meeting held last Tuesday voted to increase the authorized capital stock of the company from \$50,000,000 to \$100,000,000.

**Texas Oil Company**

A. L. Beatty, general counsel for the company, issued the following statement: "The Texas Company, prior to July 1, 1914, had an authorized capital of \$50,000,000 and a paid-up capital of \$30,000,000. By an act approved April 9, 1913, the Texas Legislature provided that on July 1, 1914, the authorized capital of such corporations should be reduced to the amount actually paid up. As applied to the Texas Company, this would mean that on July 1, 1914, the authorized capital ceased to be \$50,000,000, and became only \$30,000,000, the company not having put out any further issue of stock in the meantime. The company has outstanding \$15,000,000 of convertible bonds, most of which were issued prior to the passage of this act, and there might be a question as to whether the act could take effect as against the holders of these bonds. However, this would be academic, for the bondholders are fully protected by another statute of Texas. Under this statute the company can again increase its capital stock, payment by surrender of bonds being made contemporaneously, and such increase can be made to the full amount necessary to protect all of these bondholders, and if notice of conversion is given within the time mentioned in the trust agreement, the capital stock will be increased so that every bondholder will be supplied with the amount of stock to which he is entitled."

**Valley Pipe Line**

A contract for the entire installation of a pipe line 175 miles in length for transporting oil from the San Joaquin oil field in California to tidewater has been awarded by the Valley Pipe Line Company, which is one of the subsidiaries of the Royal Dutch-Shell organization. Pumping stations will be erected along the lines, and, in conformity with California practice, exhaust steam from the pumping engines will be used to heat the oil so that the pumping pressure may be lowered.

**Oil Excitement in Canada**

Reports from Calgary state that transactions in oil stocks on the exchange recently organized is daily attended by much excitement. The city is crowded with oil men attracted by the expectation of further discoveries of oil deposits in the Calgary region.

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**Mining Stocks**

Transactions and the range of prices for mining stocks on the various markets last week were as follows:

Name.	Market.	Sales.	High.	Low.	Last.
ADVENTURE .....	Boston	235	1 1/2	1 1/4	1 1/4
Alaska .....	Boston	2,625	27 1/2	26 1/2	27 1/2
Aloues .....	Boston	195	39 1/2	39	39
Amalgamated .....	Boston	3,810	70 1/2	68 1/2	69 1/2
Amalgamated .....	Phila.	200	70	69	69
Am. Zinc & S. ....	Boston	335	16	15 1/2	15 1/2
Anaconda .....	Boston	10	30 1/2	30 1/2	30 1/2
Arizona Com'l. ....	Boston	1,036	4 1/2	4 1/4	4 1/4
Atlanta .....	Boston Curb	100	.13	.13	.13
BAILEY .....	Toronto Mine	2,000	.00 1/2	.00 1/2	.00 1/2
Beaver .....	Toronto	1,000	.23 1/2	.23 1/2	.23 1/2
*Beaver .....	Toronto Mine	4,400	.24 1/2	.23	.23
Beck Tunnel .....	Salt Lake	1,000	.04	.04	.04
Big Dome .....	Toronto Mine	220	9.20	9.05	9.05
Bingham Amal. ....	Salt Lake	1,000	.06 1/2	.06 1/2	.06 1/2
Black Jack .....	Salt Lake	300	.07 1/2	.07 1/2	.07 1/2
Bonanza .....	Boston	290	.51	.51	.51
Boston Ely .....	Boston Curb	745	.35	.28	.29
Buffalo Mines .....	Boston Curb	330	1.1-1.6	1	1.1-1.6
Buffalo Mines .....	Toronto Mine	600	1.10	1.10	1.10
Butte Balaklala .....	Boston	1,400	.23	.23	.23
Butte & London .....	Boston C.	1,905	.33	.28	.28
Butte & Superior .....	Boston	3,308	.37 1/2	.36	.36 1/2
CACTUS COPPER .....	Boston C.	1,700	1	1	1
Calaveras .....	Boston Curb	800	17-16 1/2	17-16 1/2	17-16 1/2
Calumet & Arizona ..	Boston	1,109	.66	.64 1/2	.66
Calumet & Hecla .....	Boston	24	402	400	401
Caribou .....	Boston Curb	1,000	.63	.65	.65
Centennial .....	Boston	70	17	16 1/2	16 1/2
Chenieras Ferland ..	Tor. Mine	2,800	.17	.17	.17
Chief cons. ....	Bos. Curb	10	.90	.90	.90
Chino .....	Boston	305	.40 1/2	.40	.40
Colorado .....	Salt Lake	1,200	.12	.11 1/2	.12
Coniagas .....	Tor. Mine	75	7.50	7.50	7.50
Copper Range .....	Boston	158	.36	.35 1/2	.35 1/2
Crown Point .....	Salt Lake	2,000	.01 1/4	.01 1/4	.01 1/4
Crown Reserve .....	Boston Curb	1,700	15-16	14	14
Crown Reserve .....	Toronto	600	1.21	1.18	1.18
*Crown Reserve .....	Tor. Mine	4,875	1.25	1.19	1.20
Crown Reserve .....	Montreal	5,920	1.22	1.14	1.15
DALY .....	Salt Lake	200	.75	.75	.75
Daly West .....	Boston	250	.24	.24	.24
Davis Daly .....	Boston Curb	450	.60	.58	.60
Denver Ariz. ....	Boston C.	25	.90	.90	.90
Dome Ext. ....	Tor. Mine	1,100	.08 1/4	.08	.08
Dome Lake .....	Tor. Mine	4,200	.40 1/2	.38	.40 1/2
EAGLE BLUEBELL ..	Bos. C.	525	1.00	.98	.98
East Butte .....	Boston	160	.10	.90	.10
East Tintic .....	Salt Lake	1,000	.00 1/2	.00 1/2	.00 1/2
Elkton .....	Colo. Spgs.	4,500	.46 1/2	.46	.46 1/2
El Paso .....	Colo. Spgs.	200	1.45	1.45	1.45
FIRST NAT. ....	Boston Curb	655	1 1/4	1 1/4	1 1/4
Foley O'Brien .....	Tor. Mine	750	.23 1/2	.25	.23 1/2
Franklin .....	Boston	245	.43	.44	.43
GOLDFIELD CON. ....	Bos. Curb	350	1 1/4	1 1/4	1 1/4
Granby .....	Boston	770	.79 1/2	.78 1/2	.78 1/2
Granite Bi-Metal. ....	St. Louis	3,200	.35	.33 1/2	.35
Grand Central .....	Salt Lake	125	.60	.50	.50
Great Northern .....	Toronto M.	9,300	.07	.06 1/2	.07
Greene Cananea .....	Boston	2,175	.33	.28 1/2	.32 1/2
HANCOCK .....	Boston	135	.13 1/2	.13 1/2	.13 1/2
Hollinger .....	Montreal	475	18.00	18.25	18.25
Hollinger .....	Toronto	220	18.85	18.10	18.20
*Hollinger .....	Tor. Mine	165	18.85	18.00	18.00
Homestake .....	Tor. Mine	150	.36	.34	.34
Houghton .....	Bos. Curb	35	2	2	2
Hudson Bay .....	Tor. Mine	26	60.00	45.00	45.00
Humboldt .....	Bos. Curb	525	.14	.13	.14
INDIANA .....	Bos. Curb	50	.4	.4	.4
Inspiration .....	Bos. Curb	125	.19	.17 1/2	.19
Iron Blossom .....	Salt Lake	1,000	1.45	1.45	1.45
Iron Blossom .....	Boston Curb	100	1 1/4	1 1/4	1 1/4
Iron King .....	Salt Lake	1,000	.03 1/2	.03 1/2	.03 1/2
Isabella .....	Colo. Spgs.	1,000	.11	.11	.11
Island Creek .....	Boston	167	.50	.46 1/2	.46 1/2
Island Creek pf. ....	Boston	37	.87 1/2	.87	.87
Isle Royale .....	Boston	385	.20	.18 1/2	.19 1/2
JUPITER .....	Toronto Mine	5,700	.07	.06	.06
KERR LAKE .....	Boston	1,340	.63	.53	.63
Kerr Lake .....	Toronto	35	5.01	5.00	5.01
Keweenaw .....	Boston	290	.38	.34	.34 1/2
King William .....	Salt Lake	2,000	.02	.02	.02
LAKE COPPER .....	Boston	60	.64	.64	.64
La Rose .....	Boston Curb	1,705	.99	.90	.90
La Rose .....	Toronto	300	.94	.93	.93
*La Rose .....	Toronto Mine	1,025	.95	.93	.93
La Salle .....	Boston	40	.34	.34	.34
Lehigh Tintic .....	Salt Lake	1,000	.00 1/2	.00 1/2	.00 1/2
McINTYRE .....	Toronto	1,000	.26	.26	.26
McIntyre .....	Toronto Mine	4,575	.27	.25	.27
McKinley-Darragh ..	Boston C.	2,325	.55	.50	.50
McKinley-Darragh ..	Toronto	200	.57	.55	.55
McKinley-Darragh ..	Tor. Mine	3,150	.54	.50	.50
Majestic .....	Boston Curb	1,700	.21	.20	.20
Mass. Con. ....	Boston	220	.44	.44	.44
Mayflower .....	Boston	860	.54	.54	.54
May Day .....	Salt Lake	2,100	.07 1/4	.07	.07
Mex. Metals .....	Boston Curb	1,500	.22	.20	.22
Miami .....	Boston	50	.22 1/2	.22 1/2	.22 1/2
Michigan .....	Boston	100	.75	.75	.75
Mohawk .....	Boston	10	.45	.45	.45
Moscow .....	Salt Lake	1,500	.30	.30	.30
NEVADA CONS. ....	Boston Curb	225	.13 1/2	.13 1/2	.13 1/2
Nevada Douglass .....	Boston Curb	645	1 1/2	1.5-1.6	1.5-1.6
New Arcadian .....	Boston	280	.54	.44	.44
New Baltic .....	Boston Curb	185	1 1/2	1 1/2	1 1/2
Nipissing .....	Boston Curb	1,750	.54	.54	.54
Nipissing .....	Toronto	1,235	5.85	5.65	5.65
*Nipissing .....	Toronto Mine	1,025	5.80	5.65	5.70
North Butte .....	Boston	1,234	.25	.24 1/2	.24 1/2
North Lake .....	Boston	60	.14	.14	.14
OHIO COPPER .....	Boston C.	1,020	.32	.27	.30
Ohio Copper .....	Salt Lake	200	.39	.39	.39
Old Colony Mine .....	Boston	135	.43	.44	.44 1/2
Old Dominion .....	Boston	45	.50	.49 1/2	.49 1/2
Oneco .....	Boston C.	50	.66	.66	.66

Name.	Market.	Sales.	High.	Low.	Last.
Oseola .....	Boston	94	.76	.70 1/2	.70 1/2
PEARL LAKE .....	Toronto	1,500	.03 1/2	.03	.03
Pearl Lake .....	Toronto M.	8,000	.03 1/2	.02 1/2	.02 1/2
Peterson Lake .....	Toronto	700	.33	.33	.33
Peterson Lake .....	Toronto M.	34,300	.34 1/2	.32 1/2	.32 1/2
Plutus .....	Salt Lake	2,550	.00 1/2	.00	.00
Pond Creek .....	Boston	165	.17	.16 1/2	.17
Porcupine Pet. ....	Toronto M.	3,000	.28 1/2	.28	.28
Porcupine Vipond ..	Toronto M.	1,050	.29	.28	.28
Portland .....	Colorado Spgs.	1,000	1.13	1.13	1.13
Prince Con. ....	Salt Lake	200	.18 1/2	.18 1/2	.18 1/2
QUINCY .....	Boston	20	.57 1/2	.56	.57 1/2
RAY CON. ....	Boston	270	.21 1/2	.21	.21 1/2
Rea .....	Toronto M.	350	.16	.15	.15
ST. MARY'S LAND ..	Boston	45	.34	.33 1/2	.34
San Toy .....	Pittsburgh	10,000	.17	.17	.17
Seven Troughs .....	Salt Lake	500	.01 1/2	.01 1/2	.01 1/2
Shannon .....	Boston	480	.54	.5	.5
Shattuck & Arizona ..	Boston	280	.23 1/2	.22 1/2	.23
Silver King Con. ....	Salt Lake	400	2.95	2.90	2.90
Silver King con. ....	Salt Lake	1,500	1.85	1.75	1.80
Sioux con. ....	Salt Lake	750	.03	.02 1/2	.03
South Utah .....	Boston Curb	300	.19 1/2	.19	.19
Stewart .....	Boston Curb	100	1 1/4	1 1/4	1 1/4
Superior Copper .....	Boston	35	.27 1/2	.27 1/2	.27 1/2
Superior & Boston ..	Boston	450	.2	.15	.15
TAMARACK .....	Boston	55	.34	.34	.34
Tintic Central .....	Salt Lake	300	.01 1/2	.01 1/2	.01 1/2
Tonopah Belmont .....	Phila.	7,032	.64	.64	.64
Tonopah Mining .....	Phila.	912	.64	.64	.64
*Tretheway .....	Toronto Mine	400	.17	.17	.17
Trinity .....	Boston	154	.34	.3	.34
Tuolumne .....	Boston	115	.40	.25	.25
U. S. SMELT. & RFG. ....	Boston	4,807	.35	.34	.34 1/2
U. S. Smelt. & Rfg. pf.	Boston	468	.47 1/2	.46 1/2	.46 1/2
United Verde .....	Boston Curb	5,200	.74	.70	.74
Utah .....	Boston	205	.13	.13	.13
Utah Con. ....	Boston	61	.11	.10	.11
Utah Con. ....	Salt Lake	1,000	.00 1/2	.00 1/2	.00 1/2
Utah Copper .....	Boston	439	.57 1/2	.56 1/2	.56 1/2
VICTORIA .....	Boston	135	.24	.24	.24
Vindicator .....	Colo. Springs	2,600	1.00	1.07 1/2	1.00
WETTLAUER .....	Toronto M.	100	.06	.06	.06
Wilbert .....	Salt Lake	500	.06	.06	.06
Winona .....	Boston	650	.3	.28 1/2	.3
Wolverine .....	Boston	75	.39 1/2	.39 1/2	.39 1/2
Wyandotte .....	Boston	100	.75	.75	.75
YUKON GOLD .....	Boston C.	110	.24	2.3-1.6	2.3-1.6
York .....	Toronto M.	0,700	.12 1/2	.10 1/2	.10 1/2

\*Ex dividend.

**Oil Stocks**

Name.	Market.	Sales.	High.	Low.	Last.
AMAL. OIL.....	Los Angeles	30	.82 1/2	.81	.82 1/2
Associated Oil.....	Los Angeles	110	.38 1/2	.38 1/2	.38 1/2
Associated Oil.....	San Fran.	385	30	.37 1/2	.38 1/2
Associated Oil.....	San Fran.	\$13,000	.38 1/2	.38	.38
GEN. PETROL.....	Los Angeles	10	4 1/4	4 1/4	4 1/4
Gen. Petroleum Co.,	San Fran.	\$15,000	.34 1/2	.34 1/2	.34 1/2
HOUSTON OIL.....	Baltimore	536	13	12 1/2	13
Houston Oil Co.....	Baltimore	13	54	56	56
MARICOPA NOR....	Los Ang.	10,000	.06 1/2	.05 1/2	.06 1/2
Monte Cristo Oil..	San Fran.	230	90	90	90
NATIONAL PAC....	San Fran.	1,000	.03 1/2	.03	.03 1/2
OHIO FUEL OIL.....	Pitts.	130	13	13	13
Ohio Fuel Supply.....	Pitts.	388	42 1/2	42	42
PITTS. OIL & GAS.....	Pitts.	285	7	6	6 1/2
Pure Oil.....	Pittsburgh	1,880	18 1/2	17 1/2	18 1/2
UNION NAT. GAS.....	Pitts.	40	137 1/2	137 1/2	137 1/2
Union Oil .....	Los Angeles	351	68 1/2	65 1/2	68 1/2
Union Prov. Oil..	Los Angeles	150	67 1/2	65 1/2	67 1/2
United Oil.....	Los Angeles	2,000	.22 1/2	.22 1/2	.22 1/2
MARYLAND OIL..	Baltimore	1,575	47 1/2	49 1/2	47 1/2

# Labor

## Training the Worker Within an Industry

Schools Which Attempt to Improve the Capabilities of Those Employed, Dealing With Efficiency Problem at Its Source

THE watchword in American industry today is efficiency. The manufacturer is striving to perfect his organization, to standardize his work, and to reduce the unit cost of manufacturing his product to a minimum. But there is one field, perhaps the most important of all, that has been almost entirely neglected. Though each employer tries to get the maximum of production from each of his workers, only in exceptional cases has he attempted to do this in the most logical way—by training the workers themselves.

Much work, of course, has been done by manual training, and technical schools to prepare workers for efficient labor in many occupations requiring varying degrees of skill, but training which ceases there cannot attain the full extent of possible results of training along this line. The requirements of individual industries differ and even the requirements of individual plants. It is this phase of the problem that creates a field for schools within an industry for the further training of those already employed. A very large number of workers, of course, come to their work without previous technical training of any sort, and if they are to be developed to their greatest usefulness they must be developed within the industry.

In a recent address on this subject before the National Association of Corporation Schools, William C. Redfield, Secretary of the Department of Commerce of the United States, himself a manufacturer, said that the first step leading to a solution of the problem is the analyzing of the particular industry in each case. He dwelt on this point:

The first step forward in producing the trained worker is a careful study of the industry. Not until we have analyzed every occupation and process to determine exactly its content, just as the manufacturer now analyzes his coal or his steel, can we devise effective courses of study or develop sound methods of instruction for the training of tradesmen. We must know what are the occupations into which the industry is divided. We must learn what are the processes and operations that enter into these occupations and what these processes demand of the worker by way of skill of hand, special trade knowledge, and general intelligence. We must find out what physical requirements various occupations make upon the workman as to health, strength, endurance, and the like. We must know what are the sources of supply of the workers, and the age for most advantageous entrance into the occupation. Not until we have in hand such facts as these can we proceed intelligently in the task of producing trained employees.

All this has nothing whatever to do with so-called "scientific management," valuable as is the work of the efficiency engineer. It is the essential and fundamental basis of a sound system of industrial training. It does not concern itself primarily with organizations, motion studies, best types of equipment, or specific ways of doing certain jobs. It concerns itself, rather, with things of the head, with the worker as a thinking unit in specific occupations of industry.

Every occupation requires either particular manipulative skill or special knowledge, or both, and in order to determine the degree in which either or both are required, it is first necessary to make a thorough study of the industry. Having done this, and also having determined exactly the quality of the skill or knowledge the worker must possess, there remains still another step before such a training school can be properly organized. That is to find out how far an industry can be reorganized so as to give training within the industry itself.

Many workers are lacking in the knowledge of some one or two specific processes or operations of the occupation in which they are engaged. To make them efficient in that special work all they may need for the time being is specific instruc-

tions given in a few lessons which aim to supply the required information. . . . If the necessary instruction cannot be given in the factory itself, then day or evening courses in public schools which aim in a limited number of lessons to meet the special needs of definite groups of workers might well be established to supply the requirements of the industry.

The efficiency of the worker in many occupations depends not only on the trade knowledge and skill, but also upon certain physical requirements, such as strength, endurance, quickness, deftness, fineness of sight or touch, and accuracy. . . . Here again an analysis of the industry itself is necessary to determine what are the physical qualifications required for successful work, which of these qualifications the worker must bring to his task, and which can be developed in the industry itself.

These studies should bear fruit, not only in productive industries, but in commercial businesses as well. The corporation training school may well become a great factor in increasing efficiency in almost every trade or industry where human skill is required.

### WHY MEAT PRICES ARE HIGHER

An English Economist on the Passing of the United States as a Food Supplier

By Prof. W. J. ASHLEY\*

The main reason why the price of meat for the last couple of years has been so high is very simple and can be told in half a dozen words. For the time demand has outstripped supply.

Since 1908 the total estimated weight of beef and mutton, home-grown and imported, available for consumption in the United Kingdom has remained almost stationary. But since 1908-9 this country has risen out of industrial depression. The last three years, in spite of great strikes, have been years of prosperity and good employment. The middle and working classes have become progressively more able to purchase meat freely and to pay what was asked; and since proportionately larger quantities have not been forthcoming, prices have risen and have stayed up.

How greatly this country is dependent upon importation for its bread is pretty generally understood. It is not so generally realized that during quite recent decades—since, in fact, the introduction of refrigeration and of the methods of cold storage and cold transportation—it has been rapidly growing equally dependent upon lands outside for its animal food. Somewhere about half the meat of all kinds consumed in the kingdom is now of over-seas origin; of beef and mutton by themselves about two-fifths.

### THE UNITED STATES AS A BUYER

Supply was already lagging behind demand when, in the later months of last year, a new and unexpected factor made its appearance which seems destined profoundly to affect the situation. So recently as seven years before the United States had been the largest supplier of meat to this country in the form of beef and cattle. Whatever may have been the causes, that source of supply for us has since almost completely dried up. That might not seem to matter so long as the place of the United States was taken by Argentina. High prices might still be relied upon to cure themselves by evoking a larger supply. And the high prices ruling in 1912 and continuing with little intermission into 1913 did really attract to us in 1913 large imports from Argentina and Australasia. The year 1913 was, however, a time of even greater national prosperity, with improved wages and a greater volume of employment. Consumptive capacity increased, and it was only toward the latter part of the year that the heavier supplies began to pull prices down. They had hardly begun to do so, however, when the United States suddenly appeared on the world's meat market, not as a seller but as a buyer. The tariff changes of 1913 threw open the United States to the free importation of foreign meat. And at once, in the closing months of the year, cargoes of beef which would otherwise have come to this country were diverted to the new purchasers; it even became profitable to send back across the ocean to the great cities of the North American seaboard some thousands of tons of South American meat that had already reached Liverpool. The price of beef returned at once to its recent high level, and of course the alternative viand, mutton, was also affected.

### GREATER IMPORTS—HIGHER PRICES

During the present year the same forces have continued to operate. The prevailing high prices have succeeded in bringing to our shores larger imports of meat than in the corresponding period of last year; and yet, in spite of this, the price

of beef and mutton has continued to rise, with very little break. The reason is evidently that supply still lags behind demand. And the supply has been notably smaller than it would have been but for the American demand. We have managed, it is true, to secure a larger quantity; but we have had to pay more to get it.

I ventured to suggest some three years ago that the most general cause of the almost universal rise of prices since 1896 was to be found, ultimately and indirectly, in the increased output of gold. It would seem impossible to say a thing like that without being supposed to maintain that all increases of price of every single commodity are due to that one influence. As it happens, I went on to conjecture that the effect of the new gold on prices was already beginning to be exhausted, and that this would become even more evident if, as seemed likely, the output of gold began to decline. And the facts are—whether they are connected or not—that the output of the mines, after mounting upward for a decade, year after year, actually fell off a little in 1912, and quite substantially in 1913; and that the general movement of commodity prices during the present year has been steadily downward. Meat, therefore, is quite exceptional, in that it has not only not shared in the general movement, but gone in the opposite direction; and it is clear that the chief explanation is to be found in causes special to itself.

### LITTLE PROSPECT OF LOWER PRICES

How long are high meat prices likely to continue? It is impossible to say. There is room for enormous expansion in cattle breeding and pastoral farming in South America; and Australia has recently shown itself capable of unexpectedly large exports of meat. Moreover, there are wide tracts of the earth's surface still undeveloped. But the expansion of production cannot be very rapidly effected, and meantime the United States has almost certainly come to stay as a large and wealthy rival customer for the output of other lands. Moreover, any substantial lowering of the tariff on meat in the great countries of the Continent of Europe, or any alleviation of the hygienic restrictions which have a like effect, will bring additional competitors into the world's meat market. My impression is that, so far as this country is concerned, a fall of price is more likely to result from a decline in our own demand than from any favorable influences outside. But since, with our present habits, that decline in demand can hardly take place until our people are less able to buy—i. e., until the present wave of prosperity has begun to ebb—I do not know that it is greatly to be desired.

### PASSING OF THE STATES

The situation suggests a far-reaching question. For a time, no doubt, the industrial nations will go on drawing, pretty comfortably, even larger proportions of their food from agricultural and pastoral lands. As one source of supply fails others will open; and quite possibly we may see further improvements in methods of transportation, even though nothing so momentous makes its appearance as the application of refrigeration. But the pace of economic transformation is quickening. The United States came on the stage as a supplier of food to the world, and seems to be passing off again within the space of two generations. May not Argentina and some other food-producing countries follow the example, within a time quite short as history measures it? The discovery, for instance, of great mineral resources might affect them, very much as the United States has been affected by the opening up of the Lake Superior iron deposits. And even if considerable tracts of the earth remain purely agricultural or pastoral, are they going to be productive enough to satisfy the vast populations of the industrial regions? Some international division of labor there must always be; champagne, we may safely say, will never be produced in Scotland. But it may well be doubted whether the degree and kind of international specialization that we have known for the last half century is going to be a permanent characteristic of the temperate zones. That means, among other things, that when the agricultural peoples become manufacturing, or when they become too limited to satisfy the world's demand, the manufacturing peoples will have to give more attention to food production for themselves.

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## Crops

### The Flood of Wheat Rolling Eastward

**Reservoirs of the West Are Pouring Out Their Contents, and Threaten to Swamp the Railroads and Water Routes.**

ALTHOUGH the movement of wheat in the Southwest has no more than fairly started, it has already attained such volume that the railroads stand in danger of being completely swamped, while elevator facilities at the terminal points are proving inadequate to handle the grain. Advices from the West invariably use the same simile in describing the situation. It is, they say, as if the floodgates of a huge reservoir had been suddenly thrown open and the contents poured forth in an engulfing stream. But there the simile ends, for this onrush of wheat from the Kansas and Oklahoma farms will make for prosperity instead of destruction, inasmuch as the money which the farmers receive for their crops, flowing as it will through various commercial channels, will serve to irrigate the general business of the country and stimulate a healthy activity.

#### RECORD RECEIPTS

All records for a single day's receipts of wheat at Chicago were broken on Wednesday of last week, when approximately 1,150 cars were brought into that market. The railroads had all they could do to handle the grain, and traffic officials were made to realize that they have a harder problem to solve in the next few weeks to furnish transportation for the 650,000,000 bushels of Winter wheat raised this season, to say nothing of oats and other grains that have been harvested in abundance.

An outlet for the wheat crop now pouring into Chicago and other Western primary markets is being provided through export channels. There has been an unusually heavy engagement of ocean tonnage for the shipment of wheat to Europe within the next few weeks. The movement has developed so rapidly and has reached such large volume that grain men are finding it difficult to estimate the amount of wheat that has actually been engaged for export so far. Chicago has been credited with selling a million bushels a day. At Kansas City, where Gulf engagements are usually arranged, the trade has been particularly active, and St. Louis has also sold a large amount of both wheat and flour to go out by way of the Gulf.

Most of the available tonnage on the Great Lakes for this month and next is said to have been engaged and an extraordinary amount of chartering has been done at Montreal, to which port the greater portion of the early grain moves for export because of the lower water rate. But as nearly everything in the way of vessel room has been engaged that runs regularly to Montreal the movement is being forced to the North Atlantic ports, where large commitments are beginning to show, especially at New York.

#### EUROPEAN NEEDS

Supplies of old wheat in Europe—in England and France particularly—are reduced almost to the point of exhaustion, and crop prospects in the leading countries outside of Russia are none too flattering. On the other hand, the United States is blessed with the largest wheat crop on record, and, because of the lower prices which have resulted from the bumper harvest in the Southwest, this country is at the present time the cheapest market in the world from which Europe may replenish its bins. Prices of cash wheat at Chicago last week averaged about 10 to 12 cents a bushel lower than quotations of a year ago.

The surplus of wheat in the United States this season, it is figured, will be about 250,000,000 bushels, providing no serious damage overtakes the Spring wheat crop, and it is estimated by reliable authorities that Europe will take all of that amount, if it is available.

As regards the Spring wheat crop, it would

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seem that no cause to apprehend serious damage exists. "Black rust" has appeared in some sections of Minnesota and South Dakota, but it has not spread to any great extent, and the damage so far reported is comparatively slight.

#### Grain and Cotton Markets

Quotations on the Chicago and New York markets last week were as follows:

CHICAGO					
WHEAT					
	—July—	—Sept—	—Dec—		
	High. Low.	High. Low.	High. Low.		
July 13.....	78½ 77½	78 77	81 80		
July 14.....	77½ 76½	77½ 76½	80½ 79½		
July 15.....	78½ 77½	77½ 77½	80½ 80½		
July 16.....	79½ 77½	78½ 77½	81½ 80½		
July 17.....	79½ 78½	79½ 78½	82½ 81½		
July 18.....	79½ 79½	79½ 78½	82½ 81½		
Week's range.....	79½ 76½	79½ 76½	82½ 79½		

CORN					
	—July—	—Sept—	—Dec—		
	High. Low.	High. Low.	High. Low.		
July 13.....	69½ 68½	68½ 67½	59 57½		
July 14.....	69½ 68½	67½ 66½	57½ 56½		
July 15.....	69½ 68½	67½ 66½	57½ 56½		
July 16.....	70½ 69½	67½ 66½	56½ 56½		
July 17.....	70½ 69½	67½ 66½	56½ 56		
July 18.....	70 69½	67½ 66½	56½ 55½		
Week's range.....	70½ 68½	68½ 66½	59 55½		

OATS					
	—July—	—Sept—	—Dec—		
	High. Low.	High. Low.	High. Low.		
July 13.....	39½ 37½	39½ 35½	37½ 36½		
July 14.....	37½ 36½	35½ 34½	36½ 35½		
July 15.....	36½ 36½	35½ 34½	36½ 36		
July 16.....	37 36½	35½ 34½	36½ 35½		
July 17.....	37½ 36½	35½ 34½	36½ 36½		
July 18.....	36½ 36½	35 34½	36½ 36½		
Week's range.....	39½ 36½	36½ 34½	37½ 35½		

#### NEW YORK

COTTON					
	—July—	—Oct—	—Dec—		
	High. Low.	High. Low.	High. Low.		
July 13.....	12.58 12.40	12.43 12.32	12.60 12.50		
July 14.....	12.44 12.34	12.37 12.23	12.55 12.40		
July 15.....	12.46 12.25	12.35 12.11	12.53 12.31		
July 16.....	12.27 12.18	12.18 12.04	12.36 12.20		
July 17.....	12.30 12.25	12.23 12.12	12.40 12.27		
July 18.....	12.33 12.22	12.19 12.09	12.37 12.27		
Week's range.....	12.58 12.18	12.43 12.04	12.60 12.20		

#### Modern Miller on the Outlook

Weather conditions in the Winter wheat belt have been favorable for thrashing, which is now nearing completion, except where wheat is stacked. Movement has been heavy. Hard wheat finds a good export market and soft wheat is meeting active domestic demand. In three Spring wheat States rain and hot weather have favored rust development. There has been deterioration in some districts, particularly the Dakotas, from rust and unfavorable weather for ripening, and in these districts shrunken wheat is promised. In Minnesota the principal valleys report a good prospect.

#### REPORTS AND OPINIONS

##### Cotton Consumption in June

The amount of cotton consumed in June was 445,635 bales, exclusive of linters, compared with 441,157 in June last year. Consumption for the ten months ending June 30 was 4,745,390 bales, compared with 4,588,729 last year. Cotton on hand June 30 in manufacturing establishments was 1,154,407 bales, compared with 1,203,470 bales a year ago, and in independent warehouses 630,729, compared with 609,360 a year ago. Exports during June were 295,539 bales, compared with 223,921 last year, and for the ten months 8,767,371, compared with 8,403,084 a year ago. Imports were 47,010 bales, compared with 8,019 last year, and for the ten months 227,413, compared with 210,364 a year ago. Cotton spindles active during June numbered 30,938,752, compared with 30,046,121 a year ago. During June 26,934 bales of linters were consumed, compared with 25,355 a year ago, and for the ten months 258,155 bales, compared with 251,629 last year. On hand in manufacturing establishments there are 88,819 bales, compared with 81,845 a year ago, and in independent warehouses 33,185, compared with 40,877 a year ago. Of linters exported during June there were 23,409 bales; for the ten months 249,966 bales.

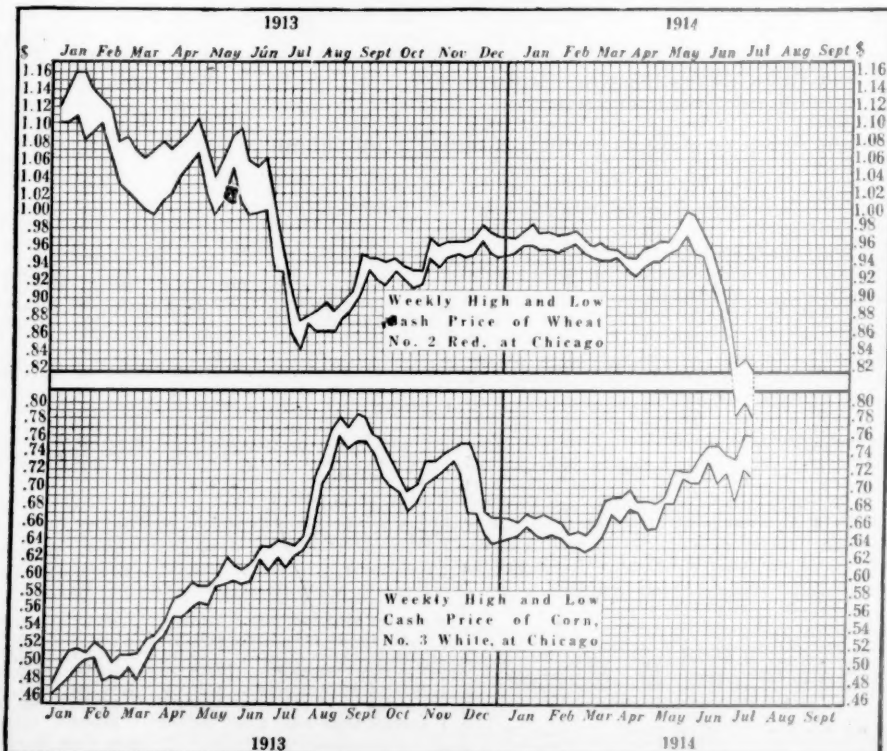
##### Broomhall on Foreign Crop Conditions

United Kingdom—Weather favorable and crops progressing well. France—Improvement generally maintained with weather favoring. Harvesting is becoming general in southern districts and results are unfavorable. Estimates for the whole country are for a yield much under that of last year. Germany—Wheat estimates are for a good yield; rye preliminary estimates equal that of last year, while coarse grain and fodder crop has been benefited by recent rain. Russia—The outlook is less favorable as a result of dry weather and great heat. Arrivals are smaller. The outlook for barley is poor. Rumania—Weather unfavorable and crop outlook unsatisfactory. First reports of harvesting show both the yield and quality as being very unsatisfactory. The outlook for corn is good. Hungary—The general crop outlook is unsatisfactory. Stocks are light and holders firm. Scandinavia—Continued drought is affecting both wheat and rye, and the outlook is unfavorable. Australia—Some mention is being made of unfavorable weather as affecting the area of wheat and the acreage is expected to show a decrease as compared with that of last year. Argentina—Wheat is having a poor start, as wet weather is affecting the crop adversely with reduced acreage expected.

##### Northwestern Miller

Disquieting reports from Hecla and Aberdeen and Mitchell, South Dakota, about black rust make the situation important, because of the possibility of spreading northward into the less mature wheat fields of North Dakota.

### The Trend of Grain Prices



## Utilities

### The Financing of Electric Railroads

Methods Used by the Banking Houses to Determine Whether or Not Each of the Many Propositions Submitted to Them Is Worthy

THERE are twenty-five or thirty banking houses in New York City that make a specialty of financing electric railroads. Every day each of these, it is estimated, receives from two to four proposals for the building of new lines, or for the purchase, rehabilitation, or extension of old ones. Almost invariably these proposals are voluminous. Often the number of words in their printed or typewritten pages runs into the tens of thousands. Nine times out of ten, however, the data submitted fail to give the information the financier needs in order to decide whether the project is worth investigating or not. Yet the preliminary information that is required is very simple.

It would be supposed that the first thing the proposer of a new project would state would be its location. Obviously, that is essential in order that the banker may judge the possible earning power of the proposed line. Oftener than not, however, that information is not disclosed; though unless it is, the negotiations end there. Bankers are too busy to pass on hypothetical questions.

#### THE POLITICAL FACTOR

Also, the location is necessary so that the financier may judge as to the political attitude of the State or of the region in regard to public utilities. Every large firm engaged in the financing of such enterprises has a mass of tabulated data and general information regarding the political complexion of each State, as shown by the acts of the Legislatures and the decision of the Public Service Commissions. Even the trend of town and county politics is carefully recorded. Enterprises backed by outside capital often are more subject to criticism than those that are locally owned.

The promoter of a new traction line is always an optimist. This is especially noticeable in his estimates of population. But the banking house pays scant attention to his approximate figures. Instead, it takes the latest United States Census as a basis, and figures from that. With the aid of statistics derived from Post Office receipts, school censuses, and the number of names in the city and telephone directories it calculates what the rate of growth of the communities has been. Population is a vital thing in electric railroading. The distance between the two towns is also a matter that, singularly enough, is overlooked by many persons who are seeking capital to build an electric road. What is required, as a preliminary, is the approximate length of line.

The above, together with such information as to the competition to be encountered, if any, is about all the information the average New York or Chicago banking house calls for in order to decide if a proposition is interesting enough to investigate further, or not. Long experience has taught them the exact value of each factor.

If there seems to be a possibility of a good investment in the proposition the next step is to have an expert engineer make a reconnaissance survey of the route. This has to be paid for by the promoter, but the financial concern designates the engineer.

#### THE ENGINEER'S WORK

This "investigating engineer" gathers a mass of exact data. First he rides over the proposed route and makes notes as he goes along as to the probable cost of construction. He tabulates the number of cuts and fill, and arrives at an approximation of the cost of the line. Then he inquires carefully into the cost of rights of way, especially as regards the entrances into the two terminal towns and the smaller places which will be touched. He endeavors to find a better and more economical route than that which has been proposed. His report covers every item that will enter into the construction and operating cost of the road. Errors of more than 5 per cent. between these preliminary estimates of cost and the actual figures are said to be exceptional.

When the banking firm gets the engineer's

report it is able to determine to its own satisfaction whether the proposition is a good commercial risk. The experts take the engineer's figures and check them against their own experience and the history of similar lines in other parts of the United States. They add to the cost of construction the carrying charges on the investment before it begins to make any return. They decide on the exact character of the rolling stock, both freight and passenger, for the freight traffic on an interurban line is an item that is becoming more considerable each year. They put the power plants under a magnifying glass, figuratively speaking, and get bids on their construction. They report that the road can be built for so much money, and that it will probably return such and such sums in gross and net earnings, leaving such and such a margin of profit.

The fixed charges, most of which are bond interest, must be kept down. Therefore the more stock that can be disposed of for construction purposes the smaller the issue of bonds necessary and the less fixed charges. Some bankers will not engage in a construction proposition if it does not show net earnings equal to two and one-half times the interest charge, because out of this margin must come the payment of interest, the sinking fund charges, and the dividends, if any.

#### EARNINGS AND EXPENSES

Each mile of track should earn a minimum of \$5,000 a year. That is the generally accepted figure for interurban roads. At an operating cost of 60 per cent., there would be earned \$2,000 a mile. If the construction cost is \$25,000 a mile, and the bonded indebtedness a similar amount, the interest charge at 5 per cent. would be \$1,250 a mile, which would leave \$750 a mile to provide for depreciation, possible shrinkage in business, and accidents out of the ordinary.

For an interurban road a population of 1,000 per mile in a strip two miles wide on each side of the road is considered a safe minimum. Many bankers do not regard electric street railroads confined to towns of 10,000 to 25,000 population as attractive projects, unless there are exceptionally favorable conditions. Nor is the interurban road popular if it exists only on paper. The present theory among financiers is that the best locations have been taken up already, and that the finding of any new and rich field that has not been developed is like discovering a gold mine that has been overlooked.

The present trend, therefore, is toward roads already in operation. It is more and more the tendency to purchase such roads, even if no profit can be made in the direct transaction, if they can be linked up with other enterprises and the combination be operated at a less expense and with a greater profit.

### PUBLIC UTILITY NEWS

#### American Telephone and Telegraph

The company's earnings for six months, ended June 30, compare as follows:

	1914.	1913.	Increase.
Dividends .....	\$12,685,930	\$12,888,015	\$202,085
Interest and other revenue from associated companies .....	7,124,677	6,441,142	683,535
Telephone traffic (net) .....	3,042,824	2,996,030	46,794
Other sources .....	475,335	406,753	68,582
Total .....	23,328,767	22,731,941	596,826
Expenses .....	2,759,459	2,476,088	283,371
Net earnings .....	20,569,308	20,255,853	313,455
Deduct interest .....	4,203,904	3,790,037	413,867
Balance .....	16,365,403	16,465,816	*100,113
Dividends paid .....	13,785,673	13,671,005	114,668
Balance .....	2,580,030	2,794,750	*214,720

\*Decrease. †One month estimated.

The report of the Bell Telephone System in the United States for the five months ended May 31, 1914, compares as follows.

	1914.	1913.	Increase.
Gross earnings .....	\$92,516,679	\$87,871	\$4,644,734
Operating expenses .....	33,578,753	30,397,235	3,181,518
Current maintenance .....	12,892,975	12,774,706	118,269
Depreciation .....	16,065,370	15,161,814	903,556
Taxes .....	5,034,822	4,458,297	576,525
Total expenses .....	67,571,920	62,792,062	4,779,858
Net earnings .....	24,944,759	25,079,893	*135,134
Interest .....	7,726,528	6,915,311	811,217
Net profits .....	17,218,231	18,164,582	*946,351
Dividends .....	12,686,815	12,607,163	79,652
Surplus .....	4,531,416	5,557,419	*1,026,003

\*Decrease.

#### Cities Service

A comparative statement of earnings for June and six months follows:

	1914.	1913.	Increase.
June gross .....	\$269,536	\$115,444	\$154,142
Net after expenses .....	260,639	103,657	156,982
Balance after interest .....	231,472	103,657	127,815
Balance after pfd. divs. ....	94,639	40,119	54,520
Surplus after com. divs. ....	16,113	6,560	9,553
Twelve months gross .....	3,309,190	1,441,560	1,867,630
Net after expenses .....	3,308,202	1,364,299	1,943,903
Balance after interest .....	3,010,139	1,364,299	1,645,840
Balance after pfd. divs. ....	1,061,309	677,670	383,639
Surplus after com. divs. ....	925,094	306,464	618,630

The company's accumulated surplus to June 30, 1914, amounted to \$2,670,700.

#### Columbus Railway, Power & Light

E. W. Clark & Co. announced that stockholders of the Columbus Railway, Power & Light Company will hold an adjourned meeting at Columbus on July 29 at which action will be taken on matters of new financing in connection with the company. It is planned to issue \$3,145,000 prior preference stock to retire a similar amount of first consolidated mortgage forty-year 4 per cent. gold bonds of the Columbus Railway Company, which mature Oct. 1, 1938, this stock to be limited to 4 per cent. dividends and to have preference over all other classes of stock, and to provide for an issue of \$450,000 6 per cent. Series A preferred stock with which to retire a similar amount of outstanding first mortgage 6 per cent. twenty-five-year gold bonds of the Columbus Electric Company, maturing in November, 1922. To provide for these issues the shareholders will take action on a proposition to increase the capital stock of the Columbus Railway, Power & Light Company from \$11,550,000 to \$15,145,000. They will also vote on a proposed issue of bonds of the Columbus Railway, Power & Light Company to be known as first and refunding sinking fund mortgage 5 per cent. gold bonds to an amount not exceeding \$25,000,000 and to be secured by mortgage on the property of the company. The plan is to issue the bonds from time to time to pay for extensions and improvements.

#### Detroit Edison

	1914.	1913.	Increase.
June gross .....	\$154,479	\$408,621	\$45,856
Net .....	179,012	154,953	24,059
Balance after charges .....	110,353	102,499	7,854
Surplus after deprec. ....	70,618	62,720	7,898
Six months gross .....	3,155,816	2,701,474	454,342
Net .....	1,355,602	1,166,514	189,088
Balance after charges .....	945,975	824,782	121,193
Surplus after deprec. ....	702,745	581,552	121,193

#### J. G. White & Co., Ltd.

The net profit of the company, which is the English corporation affiliated with J. G. White & Co. of New York, for the fiscal year was reported at \$70,347. This, while smaller than for the two preceding years, enabled the company, after putting \$15,000 to general reserve, to pay dividends of 12 per cent. on the preference shares and 62 per cent. on the ordinary shares for the year, or the same rates as for the last three years.

#### Kansas Gas and Electric Company

	1914.	1913.	Increase.
Gross earnings .....	\$78,604	\$71,540	\$7,064
Expenses and taxes .....	50,570	44,087	6,483
Net earnings .....	28,034	27,453	581
Interest charges .....	15,136	14,281	855
Income after charges .....	12,898	13,172	*274

Twelve months ended June 30:

	1914.	1913.	Increase.
Gross earnings .....	\$1,104,943	\$963,216	\$141,727
Expenses and taxes .....	702,918	623,916	79,002
Net earnings .....	401,425	339,300	62,125
Interest charges .....	177,607	167,594	10,013
Income after charges .....	223,818	161,716	62,102
Dividends on pfd. stock .....	105,000	105,000	.....
Balance .....	118,818	56,716	62,102

\*Decrease.

#### Pacific Gas and Electric

June earnings and those for six months as reported by the company were:

	1914.	1913.	Increase.
Gross earnings .....	\$1,379,438	\$1,238,248	\$141,190
Net earnings .....	644,711	171,419	473,292
Balance after bond interest and discount .....	308,120	163,859	144,261
For the six months ended June 30:			
Gross earnings .....	\$8,587,991	\$8,540,712	\$47,279
Net earnings .....	4,188,037	731,236	3,456,801
Balance after bond interest and discount .....	2,167,871	671,954	1,495,917

For the twelve months ended June 30:

	1914.	1913.	Increase.
Gross earnings .....	\$18,743,060	\$13,316,322	\$5,426,738
Net earnings .....	7,902,367	1,135,216	6,767,151
Balance after bond interest and discount .....	3,612,396	908,009	2,704,387

The company has issued a circular urging stockholders to avail themselves of the privilege of subscribing to the new issue of the first preferred stock, which is offered at 82½, yielding 7.27 per cent. With regard to this offer, the circular says in part: "The culmination of this plan will place the company in a strong financial position with a large cash working capital, and \$5,000,000 of free bonds in the treasury for future development. The Directors have pledged a resumption of dividends on the common stock of 1 per cent. quarterly, beginning the first of next year, providing the plan becomes operative."

#### Pacific Power and Light Company

Comparative statement of combined gross and net earnings for June and twelve months:

	1914.	1913.	Increase.
June gross earnings .....	\$113,594	\$106,698	\$6,896
Expenses and taxes .....	53,073	51,950	1,123
Net earnings .....	59,921	54,748	5,173
Interest charges .....	30,343	29,935	408
Income after charges .....	29,578	24,763	4,815
Twelve months ended June 30:			
Gross earnings .....	\$1,325,972	\$1,259,799	\$66,173
Expenses and taxes .....	634,441	609,074	\$25,367
Net earnings .....	691,531	650,725	\$40,806
Interest charges .....	364,645	310,612	\$54,033
Income after charges .....	326,886	280,113	\$46,773
Balance .....	81,896	45,113	\$36,783

\*Decrease.

#### Portland Gas and Coke Company

A comparative statement of combined gross and net earnings follows:

	1914.	1913.	Increase.
June gross earnings .....	\$101,576	\$98,942	\$2,634
Expenses and taxes .....	47,591	47,713	*122
Net earnings .....	53,985	51,229	2,756

### Sanderson & Porter

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### Public Utility Securities

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Interest charges .....	22,562	21,959	603
Income after charges .....	31,423	29,270	2,153
Twelve months ended June 30:			
Gross earnings .....	\$1,285,072	\$1,242,217	\$42,855
Expenses and taxes .....	625,734	627,432	*1,698
Net earnings .....	659,338	614,785	44,553
Interest charges .....	267,311	228,826	38,485
Income after charges .....	392,027	385,959	6,068
Dividends on pfd. stock .....	133,000	99,750	33,250
Balance .....	250,027	286,209	*27,182

\*Decrease.

**Republic Railway and Light**

The Youngstown Consolidated Gas & Electric Co. and Youngstown & Sharon Street Railway Co. have applied to the Ohio Public Utilities Commission for authority to consolidate with the Mahoning & Shenango Railway & Light Co., the principal operating subsidiary of the Republic Railway & Light Co. The gas company has a capitalization of \$1,500,000, and the street railway company of \$712,500. The purpose of the consolidation is to carry out plans for simplifying the organization of the underlying corporations of the holding company.

**Third Avenue Railway**

F. W. Whitridge, President, issued a statement relative to the company's showing for the fiscal year ended June 30, in part as follows: "The statement of the net earnings for the six and twelve months ended June 30, 1914, shows a total surplus for the year of \$641,239, although for the six months, after the interest on the 5 per cent. adjustment bonds has been paid, it is \$62,000, much less than that of last year. This is explained by the unprecedentedly unpropitious weather during practically the whole of the six months, beginning with the two severe snowstorms of February and March, and by the very large expenditures for paving, in part caused by these storms."

**Utah Power and Light**

Earnings of the company and its subsidiaries for June and twelve months ended June 30 were:

	1914.	1913.	Increase
Gross earnings .....	\$176,066	\$152,582	\$23,474
Net earnings .....	100,328	97,285	3,043
Twelve months ended June 30:			
Gross earnings .....	\$1,939,141	\$1,645,055	\$314,086
Net earnings .....	1,112,893	921,983	190,910

**Western Power**

Directors of the company have formulated a plan for funding back dividends on the \$6,000,000 of 6 per cent. stock, which will amount to 18 per cent. on Jan. 1, 1915. The plan provides for the incorporation, under the laws of New York, of the Western Power Corporation, to have \$7,080,000 preferred stock with par value of \$100 per share, and 146,700 shares of common stock without par value. It is proposed to exchange 118 shares of the new preferred stock, which will become cumulative Jan. 1, 1915, at the rate of 6 per cent. per annum, for each 100 shares of present preferred deposited. The new common stock will be exchanged share for share for the \$14,670,000 common stock now outstanding. A committee formed to carry out the plan is made up of I. W. Bonbright, A. W. Burchard, F. L. Ames, A. C. Bedford, M. Fleischacker and H. P. Wilson.

**Western Union Telegraph**

The following statement of earnings for six months, those for June being estimated, has been issued by the company:

	1914.	1913.	Increase.
Total revenue .....	\$22,222,900	\$22,111,180	\$111,720
Maintenance and deprec. ....	4,015,900	4,589,179	*573,279
Other expenses .....	15,518,000	15,328,010	189,990
Balance .....	2,689,000	2,193,991	495,009
Bond interest .....	608,625	608,625	.....
Surplus .....	2,020,375	1,525,366	495,009

\*Decrease.

**Utilities Securities**

Transactions and range of quotations for various public utilities securities on other than the New York markets last week were as follows:

Name.	Market.	Sales.	High.	Low.	Last.
AM. CITIES pf., New Orleans	313	63 1/4	62 1/4	63	
Am. Cities 5s., New Orleans	\$20,000	91 1/4	91 1/4	91 1/4	
Am. Gas & Elec. 5s., Phila.	\$15,900	86 1/4	85 1/4	85 1/4	
Am. Gas of N. J., Phila.	2	104	104	104	
Am. Railways, Phila.	1	37	37	37	
Am. Tel. & Tel., Boston	4,402	119 1/4	118	119 1/4	
Am. Tel. & Tel. 4s., Boston	\$15,000	89 1/4	89 1/4	89 1/4	
Am. T. & T. cv. 4 1/2s., Boston	\$3,100	97 1/4	97 1/4	97 1/4	
Atlanta Cons. St. Ry. 5s., Balt.	\$4,000	104 1/4	104 1/4	104 1/4	
BALT. ELEC. 5s., stpd., Balt.	\$7,000	99	98 1/4	98 1/4	
Bell Telephone, Montreal	39	148	146	148	
Bell Telephone 5s., Montreal	\$1,500	99 1/4	99 1/4	99 1/4	
Bell Telephone, Toronto	4	140	140	140	
Birm. Ry., L. & P. 6s., New O.	\$8,000	100	100	100	
Birm. Ry., L. & P. 4 1/2s., N. O.	\$7,000	90 1/4	90 1/4	90 1/4	
Boston Elevated, Boston	2,218	101 1/4	98 1/4	99	
Brazilian T. L. & P. Montreal	3,800	75	71	75	
Brazilian T. L. & P., Toronto	8,531	75	70 1/4	74 1/4	
CAL. GAS & E. unif. 5s., S. F.	\$11,000	93	92 1/4	92 1/4	
Capital Traction, Wash.	6	98 1/4	98 1/4	98 1/4	
Capital Traction 5s., Wash.	\$3,500	107 1/4	107 1/4	107 1/4	
Cedar Rapids Power, Montreal	344	67	66	66 1/4	

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Name.	Market.	Sales.	High.	Low.	Last.
Cedar Rapids P. Bds., Mont.	\$19,800	56 1/4	56 1/4	56 1/4	
Cent. Dist. & P. Tel. 5s., Pitts.	\$6,000	90 1/4	90 1/4	90 1/4	
Chicago City Ry. 5s., Chicago	\$14,000	100	99 1/4	99 1/4	
Chicago Rys., Ser. 1., Chicago	240	99	98	98	
Chicago Rys., Ser. 2., Chicago	1,427	35	34	34 1/4	
Chicago Rys., 1st 5s., Balto.	\$2,000	98 1/4	98 1/4	98 1/4	
Chicago Rys. 5s., A., Chicago	\$13,000	98 1/4	98 1/4	98 1/4	
Chicago Rys. 5s., B., Chicago	\$9,000	92 1/4	92 1/4	92 1/4	
Chicago Rys. 5s., C., Chicago	\$15,000	95 1/4	94 1/4	94 1/4	
Chicago Tel. 5s., Chicago	\$2,000	101 1/4	101	101	
Cin. & Sub. Bell Tel., Cincln.	5	188	187	188	
Cincinnati St. Ry., Cincinnati	63	104 1/4	102 1/4	104 1/4	
C. N. & C., Cincinnati	10	82 1/4	82 1/4	82 1/4	
C. N. & C. L. & T. 5s., Cincln.	\$1,000	94 1/4	94 1/4	94 1/4	
Cities Service, Cleveland	250	81 1/4	79	81 1/4	
C. P. & E. 5s., Cleveland	\$1,000	90 1/4	90 1/4	90 1/4	
Cleveland Ry. Co., Cleveland	272	105 1/4	104 1/4	105 1/4	
Columbus Gas & E., Cincinnati	65	104	104	104	
Columbus Gas & E., Pitts.	45	104	104	104	
Columbus G. & F., Cincinnati	135	67 1/4	67 1/4	67 1/4	
Col. G. & F. pf., Cincinnati	15	67	67	67	
Com. Edison, Chicago	320	136 1/4	135 1/4	136	
Compton Hgts. Ry. 5s., St. L.	\$10,000	100	100	100	
Com. Elec. 5s., Chicago	\$1,000	101 1/4	101 1/4	101 1/4	
Com. Edison 5s., Chicago	\$5,000	102 1/4	102 1/4	102 1/4	
Con. Gas 4 1/2s., Baltimore	\$3,000	95 1/4	95 1/4	95 1/4	
Con. Power, Baltimore	385	108 1/4	107	108	
Con. Power pf., Baltimore	22	115 1/4	115 1/4	115 1/4	
Con. Power 4 1/2s., Baltimore	\$9,000	90	90	90	
Con. Trac. N. J. 5s., Phila.	\$5,000	102 1/4	102 1/4	102 1/4	
C. & P. Tel. 5s., Washington	\$5,000	104	104	104	
Cuyahoga Tel. 5s., Cleveland	\$2,000	90	87	90	
DETROIT UNITED, Montreal	21	67 1/4	66	67	
Duluth-Superior Trac., Toronto	15	62	62	62	
EDISON ELECTRIC, Boston	119	248	243	243	
Edison Ry. & Elec. 5s., New O.	\$2,000	102 1/4	102 1/4	102 1/4	
Elec. & Pco. 4s., cts., Phila.	\$26,800	83	80 1/4	80	
Equit. Illum. Gas 5s., Phila.	\$5,000	105	105	105	
FAIR & CLARK Trac. 5s., Bal.	\$1,000	100 1/4	100 1/4	100 1/4	
Fort Worth L. & L. 5s., N. O.	\$1,000	96	96	96	
GT. WEST POWER 6s., S. F.	\$6,000	78 1/4	77 1/4	77 1/4	
HARDWOOD ELEC. 6s., Phila.	\$2,000	102 1/4	102	102 1/4	
Home Tel. pf., Los Angeles	5	21 1/4	21 1/4	21 1/4	
ILLINOIS TRAC. pf., Mont.	29	94 1/4	94	94 1/4	
Interstate Rys. 4s., Phila.	\$12,000	58 1/4	58	58	
K. C. Ry., L. & P. cts., Chicago	30	32	30	30	
K. C. Light & P., Chicago	225	32 1/4	30	30	
K. C. Light & P. pf., Chicago	125	57	57	57	
K. C. H. T. 5s., St. Louis	\$5,000	88 1/4	88 1/4	88 1/4	
Keystone Tel. 1st 5s., Phila.	\$7,000	92 1/4	91 1/4	91 1/4	
Knox Ry. 5s., New O.	\$3,000	97	97	97	
LAKE ST. RY. 5s., Chicago	\$6,000	60	60	60	
Laclede Gas, 1st 5s., St. Louis	\$1,000	102	102	102	
Lehigh Val. Tran., Phila.	50	17	17	17	
Lehigh Val. T. pf., Phila.	20	30 1/4	30 1/4	30 1/4	
Little Rock Ry. 6s., New O.	\$500	103	103	103	
Lake Shore Elec., Cleveland	10	5 1/4	5 1/4	5 1/4	
Lorain & Cleve., Baltimore	\$1,000	95	95	95	
Los Angeles G. & E. 5s., S. F.	\$5,000	100	100	100	
MACKAY COS., Toronto	403	80 1/4	79	80 1/4	
Mackay Cos. pf., Toronto	12	68	67 1/4	67 1/4	
Mackay Cos., Montreal	10	80 1/4	80 1/4	80 1/4	
Mackay Cos. pf., Montreal	5	68 1/4	68 1/4	68 1/4	
Mrs. L. & Heat., Pittsburgh	355	50 1/4	50 1/4	50 1/4	
Market St. Elev. 4s., Phila.	\$1,000	94 1/4	94 1/4	94 1/4	
Maryland Elec. 5s., Baltimore	\$7,000	98 1/4	98 1/4	98 1/4	
Mass. Electric, Boston	20	10	10	10	
Mass. Electric pf., Boston	10	59	59	59	
Mass. Gas, Boston	84	89 1/4	85	85	
Mass. Gas 4 1/2s., 1929, Boston	\$3,000	96 1/4	96 1/4	96 1/4	
Mass. Gas pf., Boston	60	89	89 1/4	89 1/4	
Memphis Ry. 5s., New O.	\$3,000	95 1/4	95	95 1/4	
Met. W. S. El. gold 4s., Chicago	\$1,000	81	81	81	
Mexican North Pow., Mont.	55	46	46	46	
Minn'p's & St. P. Jt. 5s., Balt.	\$2,000	94 1/4	94 1/4	94 1/4	
Miss. River Power 5s., Boston	\$6,000	81 1/4	81	81 1/4	
Miss. River Power, Boston	25	19	19	19	
Missouri-Edison 5s., St. Louis	\$1,000	100	100	100	
Mont. Lt. H. & P., Montreal	2,133	231 1/4	228	230 1/4	
Mont. Lt. H. & P. new, Mont.	15	230	229 1/4	230	
Montreal Tramways, Montreal	5	225	225	225	
Montreal Power 4 1/2s., Montreal	\$2,000	97	97	97	
Montreal Tram. bond., Mont.	\$2,000	99 1/4	99 1/4	99 1/4	
Mont. Tram. Power, Montreal	7,602	48 1/4	43 1/4	44 1/4	
NASHVILLE RY. & L. 5s., N. O.	\$2,000	102 1/4	102	102	
New England Tel., Boston	150	132 1/4	131 1/4	131 1/4	
New Eng. Tel. 5s., Boston	\$21,000	100 1/4	100 1/4	100 1/4	
N. O. City & Lake 5s., N. O.	\$1,000	107	107	107	
N. O. Ry. & Lt. 5s., A. N. O.	\$1,000	80	80	80	
N. O. Ry. & Lt. 4 1/2s., N. O.	\$67,000	82	81 1/4	82	
N. O. City Ry. 5s., N. O.	\$1,000	103 1/4	103 1/4	103 1/4	
Norfolk & Ports. Trac. 5s., Balt.	\$3,000	87	86 1/4	87	
Norfolk Ry. & L. 5s., Balt.	\$1,000	103 1/4	103 1/4	103 1/4	
Nor. Cal. Power, San Fran.	1,020	12	12	12	
Nor. Cal. Power 5s., S. F.	\$5,000	100	100	100	
Nor. Ohio Trac. & L., Cleve.	70	65	65	65	
Nor. Ohio Trac. & L. pf. Cleve.	110	98	98	98	
Nor. Ohio Trac. & L. 4s., Cleve.	\$2,000	75	75	75	
OGDEN GAS 5s., Chicago	\$1,000	96 1/4	95 1/4	95 1/4	
Oakland Transit 6s., S. F.	\$6,000	104	104	104	
Ottawa Power, Montreal	185	141 1/4	140	140	
PAC. ELEC. RY. 5s., S. F.	\$8,000	100 1/4	100	100	
Pacific Gas & Elec., Chicago	40	39	39	39	
Pacific Gas & Elec., San Fran.	210	40	39 1/4	39 1/4	
Pac. Gas & Elec. 5s., S. F.	\$22,000	85 1/4	85	85 1/4	
Pacific Light Corp. pf., San F.	65	74	74	74	
Pac. T. & T. 5s., S. F.	\$3,000	97 1/4	97 1/4	97 1/4	
Penn. Water & Power, Balt.	170	73 1/4	73 1/4	73 1/4	
Penn. Wat. & P. 5s., Balt.	\$3,000	90 1/4	90 1/4	90 1/4	
People's Gas, Chicago	285	120 1/4	120	120	
People's Gas ref. 5s., Chicago	\$7,000	101 1/4	101	101 1/4	
People's Water 5s., San Fran.	\$163,000	26 1/4	24 1/4	25	
Philadelphia Co., Phila.	65	39	39	39	
Phila. Co. 6 p. c. cum pf., Phila.	45	41 1/4	41	41	
Phila. Co. 1st 5s., Phila.	\$15,000	99	98 1/4	98 1/4	
Phila. Co. con. 5s., Phila.	\$32,000	84	83	83 1/4	
Pitts. Tract. 5s., Pittsburgh	\$3,000	100	100	100	
Phila. Electric, Phila.	2,206	25 1/4	24 1/4	24 1/4	
Phila. Electric 4s., Phila.	\$14,800	81	80	81	
Phila. Electric 5s., Phila.	\$4,000	103	102 1/4	102 1/4	
Phila. R. T. 5s., Phila.	\$10,000	96	96	96	
Phila. R. T., Phila.	1	15 1/4	15 1/4	15 1/4	
Phila. R. T. cts., Phila.	335	15 1/4	15 1/4	15 1/4	
Phila. Traction, Phila.	85	80	80	80	
Porto Rico Rys., Toronto	148	55	53 1/4	54 1/4	

Name.	Market.	Sales.	High.	Low.	Last.
Porto Rico Rys.....	Montreal	17	54	53½	54
Portland Gas & Coke.....	Balto.	\$5,000	98	98	98
Potomac Elec. 1st 5s.....	Wash.	\$13,000	100½	99½	100½
Public Service 5s.....	Chicago	\$1,000	90	90	90
Public Service 5s.....	Phila.	\$15,000	90½	90½	90½
QUEBEC Ry.....	Montreal	405	11	10½	10½
Quebec Ry. bond.....	Montreal	\$3,000	50	50	50
ST. CH'LES ST. R. R. 4s N. O.		\$10,000	96	96	96
So. Side Elev. 4½s.....	Chicago	\$2,000	92½	92½	92½
Shawinigan W. & P.....	Montreal	547	133	131½	132
Spring Val. Wat. gen. 4s S. F.		\$18,500	93½	93	93
TORONTO Ry. ....	Toronto	723	126½	123	124½
Toronto Ry.....	Montreal	579	127	123	124½
TWIN City .....	Montreal	110	102	101½	102
Twin City .....	Toronto	390	102½	102	102½
Twin City rights.....	Toronto	1,453	3-16	3-32	3-32
U. S. TEL. 5s.....	Cincinnati	\$5,000	83	83	84
United Ry. gold 5s.....	Phila.	\$1,000	74	74	74
United Ry. & E.....	Baltimore	479	27½	27½	27½
United Ry. & E. 4s.....	Baltimore	\$12,000	84	83½	84
Un. Ry. & Elec. inc. 4s.....	Balt.	\$5,000	63½	63	63
Un. Ry. & Elec. ref. 5s.....	Balt.	\$11,400	88½	87½	87½
Un. Ry. & Elec. notes.....	Balt.	\$5,600	99½	99½	99½
Un. Ry. & Inv. 5s.....	Phila.	\$5,000	70½	70½	70½
Union Elev. 5s.....	Chicago	\$30,000	83	83	83
Union Traction .....	Phila.	170	42	41½	41½
United Ry. of St. L. St. Louis		35	10	10	10
Un. Ry. of St. L. pf. St. Louis		80	33	32	33
Un. Ry. of St. L. 4s.....	St. Louis	\$17,000	69½	69½	69½
United Gas & E. 5s.....	S. F.	\$3,000	53½	53½	53½
United Gas & Imp. ....	Phila.	315	85½	85	85½
WASH.-VA. Ry. ....	Wash.	50	28½	28½	28½
Wash. B. & A. Rys. 5s., Balt.		\$4,000	83½	83	83
Washington Gas.....	Wash.	140	78	77	77
Washington Gas 5s.....	Wash.	\$3,000	106	106	106
Washington Ry. & E.....	Wash.	69	87	87	87
Washington Ry. & E. pf. Wash.		5	85½	85½	85½
Washington Ry. & E. 4s Wash.		\$18,500	83½	82½	83
West End St. Ry.....	Boston	172	40½	40	40½
West End St. Ry. pf.....	Boston	5	86	86	86
West Penn. Ry. 5s.....	Pitts.	\$2,000	90	90	90
West Penn. Water Pow. Pitts.		160	139½	139½	139½
West Penn. Water P. pf. Pitts.		125	40	35	35
West Penn. com.....	Pitts.	50	12½	12½	12½
West. T. & T. 5s.....	Boston	\$13,000	97½	97½	97½
Western Union.....	Boston	338	50	50½	50½
Winnipeg Elec. Ry.....	Montreal	53	191½	190	190½
Winnipeg Elec. Ry.....	Toronto	20	190	190	190
Winnipeg Ry. bond.....	Montreal	\$500	99½	99½	99½
YORK Ry.....	Philadelphia	110	8½	8	8
York Ry. pf.....	Philadelphia	17	34½	34	34½

# News Digest

## FORECAST AND COMMENT

### Otto H. Kahn

The London market is waiting for the clearing of the Easter situation, and with the rest of the European markets for the decision in the Eastern railroad rate case in this country. If the Interstate Commerce Commission permits some advance in rates it will have considerable beneficial effect on the tone of sentiment abroad.

### James H. Brookmire

The reduction of the tariff has a tendency to throw labor out of employment in such industries as the textiles and iron and steel, but it also tends to check immigration by widening the markets open to European producers and increasing the demand for labor abroad, so that at the present time we are importing more goods and less people than would be the case if a uniformly protective tariff were now in force. The depressing influence upon wages due to unemployment at home, therefore, is to some extent counterbalanced by the increased demand for labor abroad.

### F. W. Whitridge

It continues to be the policy of this company [Third Avenue Railroad] to charge everything which can be charged against operating expenses, although I understand that the system of accounts prescribed by the Public Service Commission, on the model set by the Interstate Commerce Commission, requires charges against capital which tend, and in the case of the Interstate Commerce Commission, may be for the purpose of making net earnings appear as large as possible. If this be true, it means for the steam railways ultimate disaster, although in this company whatever charges be made against capital, we shall, I hope, only issue new capital for new things, which mean additional earnings.

### George M. Reynolds (President of the Continental and Commercial National Bank, Chicago)

We are having a good demand for money from the country, and in looking over our accounts I find we are about where we were one year ago. Then, however, money was 6 per cent. As the situation stands, I feel we shortly shall have money rates  $\frac{1}{2}$  per cent. higher than those now ruling.

### Cardinal Gibbons

Belgium is a veritable beehive. There is great activity in the manufacturing industries and agriculture in Belgium and the southern provinces of Germany. The Germans are a very industrious and thrifty people. I was not long enough in France to judge of conditions there. I spent several days in Ireland, and find the people of that country more prosperous and contented than ever before. Their contentment seems to lie in the fact that 90 per cent. of former tenants are now land owners and themselves landlords. This condition in Ireland has been brought about by the Land Purchase act.

### Iron Trade Review

The mild improvement in the volume of steel bookings which began in June has continued undiminished during the first half of July, and has brought some encouragement to those companies that have felt it most. The Steel Corporation appears to be doing better than some of the independents, as in both new business and production its record this month is ahead of June. The railroads are buying better, particularly in the Middle West. The pig iron situation remains unsatisfactory to producers, as prices do not bulge above bare cost levels, and the feeling in the iron trade is quite unfavorable.

### Lincoln Cromwell (of William Iselin & Co.)

We shall continue to trade from hand to mouth until the railroads are prosperous again and able to set men to work building them cars and locomotives, making them rails and roadbeds, and then to set their own discharged thousands at work carrying a normal tonnage. Business will continue slow until the public has recovered a faith in the railroads dreadfully shaken by the New Haven scandal, and until Legislatures stop introducing 2,000 bills a year to harass the roads, hurting their credit and their buying power, to say nothing of the pockets of their stockholders. Business will continue slow while politicians keep loading it with new conditions of uncertainty.

### Fairfax Harrison (President Southern Railway Company)

I feel hopeful over the outlook for business for the Southern this year. The crops in the South are in excellent condition. Cotton gives promise of a large output, as more than 75 per cent. of the crop was planted early enough in the season so that it was not materially affected by the drought in May and June. Other crops are now being harvested, and farmers report satisfactory results. It looks as if the Southern will enjoy a large tonnage this Fall and Winter.

### W. D. Vincent (Vice President Old National Bank, Spokane, Wash.)

There is no demand for Government money this year. Last year the Government made \$50,000,000 available. We regarded it then as a fine thing, and a precedent that would be good for everybody. This year Government funds to aid in moving the crops are

not needed. The Federal Reserve Bank is so close at hand that there is absolutely no necessity for more Government money.

### American Wool and Cotton Reporter

The wool market continues firm and with an unusual volume of business for this period of the year. The bulk of the trading is confined to the new territories, which are now coming forward in good volume. An unusual feature of the market is the fact that a considerable quantity of the new clip, which thus far has passed into the hands of manufacturers, has been required to complete orders on heavy weights for the present season, and comparatively few mills have as yet anticipated their light weight requirements to any considerable extent.

### First National Bank of Boston

The main industries of this section show little change over last month, and business men exhibit the same disinclination to manufacture or purchase beyond absolutely necessary present requirements. The effects of the depression are far-reaching. Individual buying, such as usually accompanies prosperous business, has been and is conspicuously absent. The long deferred Eastern railroad decision, so far as it may prove to be a stimulant to better business, seems to have been largely discounted. The Government crop estimates of July 1 were extremely favorable, and under normal conditions should have injected life into every branch of trade. That these wonderful crop prospects have failed to do so indicates that the underlying causes of our present troubles are deep-seated and difficult to overcome. Reports from other countries show no indications of an early trade revival. In addition and above all, we are going through drastic changes in our financial and commercial systems, and are facing a governmental policy involving still further regulation of business—both large and small. Meanwhile, in New England the unmistakable tendency is to continue conducting business as conservatively as possible, until the uncertainty engendered by these reforms and changes is cleared away.

### E. T. Statesbury

Conditions abroad are in a pretty bad mix-up. European business is not good to say the least. The French loan had not been floated when I left there, and financial affairs were practically at a standstill. I spent the greater part of my time motoring in France. I was not in Germany at all, and cannot speak from personal knowledge of German business conditions, but from what I could learn business is poor all over Europe.

### John V. Farwell (Head of John V. Farwell & Co., Chicago)

Prosperity is greatest in agricultural sections and in the cities which serve such sections. Good times are starting on the farms. The farming communities have money to buy what they want and need. Manufacturing districts are not in such good shape yet, but they will be before long. Prosperity is spreading and will continue to spread. The plow works in Indiana, for instance, are hiring more men fast and the railroads are ordering new equipment. They must have it to handle the business created by the big crops. From this as a starter good times will spread to every part of the country. The new banking system will create confidence, and that is the thing you can't do without. If the railroads get their increase in rates that will be another big help. They need a lot of money, and they will pay it out in ways that will do the whole country good. If they do not get the increase, prosperity nevertheless will spread through all branches of industry, but it will go more slowly.

### Marshall Field & Co.

Buyers are beginning to arrive in the market from the Pacific Coast States and from the Southwest, looking for Fall merchandise. The market buying season promises to be heavier than usual, because retailers have been putting their efforts into reducing their stocks to a very low basis and have not placed orders as freely as in past seasons. Salesmen in their various territories report that more merchants are coming to market to do their buying this Fall than have been accustomed to make Fall market trips. An abundance of new styles is being shown in the market, and wholesale stocks in all lines are being put in shape to take care of more than a normal demand for merchandise.

### Dun's Review

Actual progress in business is still slow, yet with the trend in the right direction optimism is becoming more pronounced. The improvement in sentiment is primarily due to the prospect of another year of bountiful harvests, and the growth of confidence is especially manifest in the great agricultural sections of the country. Large crops will enhance the purchasing power of the farming community, and there is promise that this nation's credit position abroad will be strengthened by an extensive foreign demand for the products of the soil.

### Senator Gaston Menier, (Seine-et-Marne, France)

Since the Balkan war business in France has improved, and I think general improvement is coming. Demand for the necessities of life has improved far more than the demand for luxuries. Certainly the whole world has been experiencing a crisis in business, but there is reason to believe that it is now past.

### Bradstreet's

Reports spell betterment—moderate in some instances, but totaling sufficient to deserve mention. Needed rains have fallen in some districts; the general crop situation has improved rather than retrograded, as is not unusual in July; clearance sales and hot weather have enlarged the turnover of Summer goods, and reports from the iron and steel allied lines, such as agricultural implements, car building, and repairing, show a continuance of the improved conditions recently noted. There is evidence also that optimistic sentiment as to the future of trade and industry is more widespread than at any previous time this year, and proof that the improvement is not entirely a matter of sentiment is had in the reports of a record movement of Winter wheat to market, despite some holding by farmers not satisfied with prices; in a larger volume of sales and higher prices for raw wool, and in good reports from the automobile trade.

## GENERAL

### The New Haven Matter

A bill in equity was filed on behalf of minority stockholders of the New York, New Haven & Hartford Railroad Company in the Supreme Court at Boston last Friday for a receiver or Special Master vested with plenary power to act for the corporation in prosecuting, adjusting or discharging claims against the men who were its Directors from 1904 to 1909, for the loss of millions of dollars in the purchase of trolley and steamship lines, the purchase of Boston & Maine stock, and in the Westchester deal. The suit was entered by Ralph S. Bartlett and another, trustees under the will of Olea Bull Vaughan, late of West Lebanon, Me., owner of fifty shares of capital stock. The complaint alleges that the losses resulting from the acquisition of the various properties named amounted to \$102,000,000, and that under the Federal Anti-Trust law the New Haven Company is entitled to recover from the defendants three times that sum. The court issued a notice, returnable next Friday, for the defendants to show cause why a receiver should not be appointed. The defendants include the following persons and estates: William Rockefeller, Charles M. Pratt, Lewis Cass Ledyard, H. McK. Twombly, George Macculloch Miller, G. J. Brush, James S. Hemingway, A. H. Robertson, Frederick F. Brewster, Charles F. Brooker, D. Newton Barney, James H. Elton, Henry K. McHarg, Robert W. Taft, William Skinner, Charles S. Mellen, Alexander Cochran, J. P. Morgan estate, Edwin Miller estate, I. de V. Warner estate, and Armory A. Lawrence estate. In addition to the foregoing the plaintiffs name John L. Billard, George F. Baker, T. De Witt Cuyler, Edward Milligan, F. T. Maxwell, Theodore N. Vail, S. W. Winslow, Laurence Minot, Samuel Rea, Morton F. Plant, De Ver H. Warner, John T. Pratt, Howard Elliott, James L. Richards, W. M. Crane, A. T. Hadley and J. H. Hustis as having been Directors since 1909. But, as to whether their failure to cause the road to institute a restitution suit has made them liable on account of negligence and violation of fiduciary duty, the plaintiffs say they are not advised, and make no specific averment.

The Interstate Commerce Commission issued a report last Monday of its investigation of the financial transactions of the New Haven Road, in which it was stated that maladministration of the company's affairs had resulted in an absolute loss of \$65,571,290, incurred through the Billard transactions in Boston & Maine stock, the Westchester deal, and the operations of the holding companies that were organized to carry out the policy of the New Haven in securing control of trolley and steamship lines. The commission recommended the civil and criminal prosecution of the Directors responsible for the "profligate waste" of the corporate funds of the road and the prosecution of John L. Billard and all persons concerned with him in the purchase of the Boston & Maine stock. It was also recommended that suit be brought against Marsden J. Perry and Oakleigh Thorne to recover "for improper or double commission" paid in connection with the Westchester deal, and for \$1,524,072 expended by Charles S. Mellen in obtaining the Westchester franchises.

The New Haven Board of Directors at a special meeting held at the New York offices of the company Thursday afternoon authorized the appointment of a committee of three to take into consideration the report of the Interstate Commerce Commission. The Directors also announced that they had not receded from their position in regard to the disposal of the New Haven's holdings of Boston & Maine stock under the terms that have been formulated by the Commonwealth of Massachusetts, nor had closed the door to further negotiation. It was further announced that the Directors would not apply for a Federal receivership, nor consent to one. A committee of three, consisting of J. L. Richards, Chairman; Edward Milligan, and Francis T. Maxwell, it was stated, had been appointed to take steps necessary to recover such sums of money as may be due the New Haven as the result of its relations with the Billard Company.

### Anti-Trust Legislation Drags

No definite action was taken last week on any of the anti-trust bills pending in the Senate and under discussion before the various Senate committees. Senator Newlands, Chairman of the Interstate Commerce Committee, failed in several efforts to get the Federal Trade Commission bill to a vote. The Senate Judiciary Committee, according to Washington dispatches, is far from an agreement on the Clayton bill, to regulate securities of common carriers. That section of the bill relating to holding companies has been the subject of much debate.

### Butter and Egg Board Enjoined

Judge Landis in the Federal court at Chicago last Friday issued an injunction restraining the Chicago Butter and Egg Board from publishing prices on butter, eggs, and other products.

### Refrigerator Lines Common Carriers

Federal Judge Landis has decided that private refrigerator lines are common carriers. The decision was rendered in the case brought by the Interstate Commerce Commission, which petitioned the court to compel the Armour Company to give certain evidence that had been refused the commission in connection with its investigation of private car lines. It is expected the case will be appealed.

### Fruit Company to Liquidate

Liquidation of the American Fruit Product Company was approved last Monday by Supreme Court Justice Benton at Rochester. George Roth, who had been Chairman of the Stockholders' Committee, receiver. After he has filed the necessary bonds, Mr. Roth will sell the assets of the company and divide what remains among the holders of the preferred stock. The common stockholders do not participate in the distribution.

### To Safeguard Niagara

Favorable action on a bill to regulate and control the diversion of water for power purposes from Niagara Falls was recommended to the House last Wednesday by the Foreign Affairs Committee. The measure proposes to continue the provision

### HOW TO SELECT A GOOD BOND

This booklet will help investors to select sound investments. It shows standards that should exist in important features to make a bond a desirable investment. It analyzes in a simple way the contents of bond circulars. It shows how each factor of a good bond offered by a good investment house must be investigated by experts to insure its safety.

"How to Select a Good Bond" will be sent upon request for Circular AT-28.

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of the existing Hurton law limiting the daily diversion of water from the Falls to 15,000 cubic feet per second, and authorizing the Secretary of War to issue permits for the use of water power.

**Railroads Acquiesce in New Intermountain Rates**  
The Interstate Commerce Commission has set Oct. 1, as the date when its order respecting intermountain rates is to become operative upon all articles with the exception of those in Schedule C, which includes fish, fruits, canned meats, cloth, hardware, manufactured and unmanufactured metals and other articles carried in bulk. The transcontinental railroads have acquiesced in the situation created by the recent decision of the United States Supreme Court and will have in effect on the date specified new schedules conforming to the original order of the Commission.

**Federal Regulation of Insurance Companies Favored**  
An opinion by ex-Senator Spooner of Wisconsin on the subject of Federal supervision of insurance was made public last week by President Kingsley of the New York Life Insurance Company. Mr. Spooner says: "Under the form of amendment suggested it would seem clear that no State could impose any license, imposition or other form of tax at all on insurance companies, or upon the agents of such corporations, carrying on an insurance business in a State other than that which created the corporation. This does not mean that the real or personal property of such a company within the State is not subject to taxation, in like manner as other property, but merely that the regulation of the business within a State, or the exaction of a license fee for transacting business under any form, is beyond the power of the State."

**Record Immigration Year**  
Immigration into the United States for the 1914 fiscal year will, according to reports received by officials at Washington, approximate 1,355,000, breaking all records. Up to June 1 last 1,254,548 foreigners had entered during the eleven months of the fiscal year to take up their residence here. This is close to the highest previous record, which was 1,285,349 in the year ended June 30, 1907. Commissioner Caminetti finds that there has been a marked increase in the number of persons, principally men, coming in from every country taking part in the Balkan war—Turkey, Greece, Bulgaria, Serbia, and Montenegro. However, there were a greater number of Italians than of any other nationality, many soldiers in the war against Turkey having returned to their homes at the close of the conflict to find they were without occupations and that conditions were generally impoverished. There were 312,818 Italians entered during the year. Admission was denied to a total of 30,000 immigrants. The percentage of persons with diseases from Italy and the Balkan States was found to be much higher than ever before. Of those denied admittance, 1,915 were Mexicans. A total of 8,886 Mexicans were admitted up to June 1.

**Lake Shipments of Ore Fall Off**  
Iron ore shipments on the Great Lakes in June aggregated 5,562,367 tons, compared with 7,974,444 tons in the corresponding month last year, a decrease of nearly 2,500,000 tons. For the first six months of this year the decrease from the corresponding period last year was more than 6,500,000 tons. The following table shows the tonnage shipped from each district for June and for the first six months of this year compared with 1913. (Figures in gross tons):

Port.	June, '14.	June, '13.	Six Mos. 1914.	Six Mos. 1913.
Escanaba .....	580,103	845,414	1,076,020	1,800,061
Marquette .....	262,075	532,736	383,948	1,059,776
Ashland .....	541,315	774,761	883,061	1,569,702
Superior .....	1,997,895	2,377,078	3,733,502	4,677,349
Duluth .....	1,045,786	1,895,728	1,779,876	3,995,948
Two Harbors .....	1,075,183	1,548,727	1,767,689	3,061,666
Total .....	5,503,367	7,974,444	9,624,116	16,125,042

#### State's Tax Receipts Smaller

The report of Controller Sohmer for the State of New York for the nine months of the fiscal year ended June 30, 1914, shows a falling off in receipts, as compared with last year, of about \$2,500,000. The decreases are in the taxes on the organization of corporations, stock transfers, secured debt and mortgages, and the direct State tax. Increases are shown in excise, corporation, inheritance, and motor vehicle taxes and in "other revenue."

#### Big Fortunes Made in South Africa

London advices state that the value of the estate of Sir Julius Wernher will be set finally at more than \$7,500,000. The value of the Alfred Beit estate was \$42,500,000, so the two chief partners of Wernher, Beit & Co. made during their lifetime \$100,000,000 between them.

#### Much Land Held by a Few Men

A report on the lumber industry submitted to President Wilson by Commissioner Davies of the Bureau of Corporations shows that two men hold 49 per cent. of the timber in Southwestern Washington, five men hold 36 per cent. in Western Oregon, six have 70 per cent. in Northeastern California, ten have more than half in the redwood area, and in North Central Idaho four holders have 50 per cent. "The control of our standing timber in a comparatively few enormous holdings, speculatively held far in advance of any use thereof, and the great increase in the value of timber, resulting in part from such speculative holding, are underlying facts that will become more and more important elements in determining the price of lumber as the supply of timber diminishes," says the report. "The main fact shown is that 1,694 timber owners hold in fee over one-twentieth of the land area of the entire United States from the Canadian to the Mexican border. In many States those 1,694 own no lands at all. In the 900 timbered counties investigated they own one-seventh of the area. They own 105,600,000 acres."

#### Jewelers' Board Makes Defense

The National Jewelers' Board of Trade last week filed a brief with the Attorney General, denying in general the charges made by Charles L. Apfel that the board has been practicing law illegally.

## INDUSTRIALS, MISCELLANEOUS

### American Express

Report made to the Interstate Commerce Commission, for March and nine months, compares as follows:

March:	1914.	1913.	Increase.
Total receipts from op.	\$3,473,505	\$3,726,034	*\$252,528
Express privileges	1,688,685	1,842,432	*143,746
Total operating revenue	1,774,819	1,883,601	*108,781
Total operating exp.	1,870,549	1,927,131	*56,581
Net operating deficit	95,729	43,529	52,199
Taxes	32,756	30,238	2,517
Operating deficit	128,486	73,768	54,717

Nine months:

Total receipts from op.	33,738,777	35,389,370	*2,000,593
Express privileges	16,587,272	17,244,731	*657,458
Total operating revenue	17,151,504	18,594,639	1,443,135
Total operating exp.	17,480,574	17,623,081	*142,506
Net operating deficit	329,070	197,558	1,300,628
Taxes	278,828	281,989	*3,160
Operating deficit	607,898	189,548	1,297,467
Mileage, steam roads	57,664	57,880	*216
Mileage, other lines	2,523	2,636	*113

\*Decrease. †Surplus.

### American Thread

The company's report for the year ended March 31, 1914, compares as follows:

	1914.	1913.	1912.
Gross profit	\$2,086,115	\$1,683,463	\$1,306,775
General reserve fund	.....	.....	.....
Bond interest	240,000	240,000	240,000
Depreciation	495,960	506,482	494,588
Total deduction	735,960	746,482	734,588
Surplus	1,350,155	936,981	632,187
Preferred dividend	244,524	244,524	244,524
Balance	1,105,631	692,457	387,663
Common dividend	648,000	648,000	324,000
Balance	457,631	44,457	63,663
Common stock bonus	324,000	.....	.....
Surplus	133,631	44,457	63,663
Previous surplus	836,825	892,468	828,805
Total surplus	1,070,556	936,925	891,468

### H. B. Clafin Company

John Clafin, through his counsel, made the following statement last week in regard to the so-called "Clafin Receivables" generally: "The notes of the retail stores endorsed by the H. B. Clafin Company were issued by companies of which I am the sole owner. These notes were in each and every instance executed by a duly authorized officer of the company which made such notes and are valid outstanding obligations of such company. Each of these companies was financed in New York, and the local officials of each company were charged only with the obligations of carrying on the retail operations of the company and keeping the records of such operations, which were sent to me at New York."

Also a circular letter was sent out by the Clafin Noteholders' Committee to the creditor banks emphasizing the necessity for prompt deposit of their claims. "There has already been deposited with the depositories of the committee," the letter said, "a large amount of the outstanding notes executed by the twenty-three corporations and endorsed by the H. B. Clafin Company. The committee is gratified at the amount of notes that have been so promptly deposited, but this is a situation where the immediate co-operation of all the noteholders is essential for the protection of their interests."

### North American Company

Pestus J. Wade, President of the Mercantile Trust Company of St. Louis, has been elected a Director of the company to succeed the late James Campbell. James D. Mortimer, President of the North American, has been elected President of the West Kentucky Coal Company, a subsidiary, to fill the vacancy caused by Mr. Campbell's death.

### Pacific Coast Company

Reduced earnings in recent months made it necessary for the company, which derives its income from railway, steamship and coal mining concerns in the Far West, to cut the dividend on its common stock for the current quarter from 1½ to 1 per cent. The Directors issued a statement to the effect that they deemed it best to conserve the company's resources pending improvement expected to come through good crops, the opening of the Panama Canal and the expositions at San Francisco and San Diego.

### Wells Fargo Express

Reports made by the company to the Interstate Commerce Commission for March and nine months, compare as follows:

March:	1914.	1913.	Increase.
Total receipts from op.	\$2,572,645	\$2,678,538	*\$105,893
Express privileges	1,240,256	1,310,045	*169,789
Total operating revenues	1,332,389	1,368,493	*36,104
Tot. operating expenses	1,198,168	1,284,280	*86,111
Net operating revenues	134,221	84,213	50,007
Taxes	35,000	30,000	5,000
Operating income	99,221	54,213	5,007

Nine months:

Total receipts from op.	23,971,976	26,463,747	*2,491,770
Express privileges	11,808,009	12,759,285	*951,275
Tot. operating revenues	12,163,966	13,704,462	*1,540,495
Tot. operating expenses	11,051,244	12,133,373	*1,082,128
Net operating revenues	1,112,622	1,571,088	*458,466
Taxes	208,000	270,000	28,000
Operating income	814,622	1,301,088	*486,466
Mile steam roads	63,527	62,585	941
Mileage other lines	36,341	35,809	2,472

\*Decrease.

### Steelworkers' Wage Scale Settled

Negotiations between the Amalgamated Association of Iron and Steel Workers and the various independent steel manufacturing interests have been concluded amicably, the wage scale signed as a result of the conference granting an increase of 25 cents, from \$5.25 to \$5.50, in the base for puddling, and maintaining the present scale for all other grades, according to John Williams, President of the association.

## "IS IT SAFE?" CAMPAIGN

### English Counterpart of the "Safety First" Movement to Reduce Accidents

The "safety first" movement so vigorously prosecuted by American railroads has its counterpart in England in the "Is it safe?" campaign.

The initiative among the British lines was taken by the Great Western Railway, which has 80,000 employees. Articles on safety in railway work were published in the company's magazine and afterward distributed to the staff in book form. We are accustomed in this country to consider the English workman a phlegmatic person who never takes a chance he can avoid, but it appears from the record of accidents on the Great Western that human nature among railroad operatives is pretty much the same on either side of the Atlantic.

Thus, in a typical month there were four employees killed and 134 injured in the passenger department alone. The Railway News says that the managers have been at a loss to know how best to go about the prevention of accidents, some of them holding that it should be accomplished by the enforcement of more rigid discipline; others that the dismissal of careless men only means that still less efficient ones must be hired in their places. In general, the practice inaugurated on the New York Central and other roads in the United States has been followed in England. Statistics of all accidents are compiled and circulated among the men, who are asked to discuss possible remedies. The Great Western Railway, discovering that in all departments there were no less than 940 accidents in one month, sent a notice to this effect to all of its employees, with this comment:

"We're trying to make you realize the need of thinking of your own safety. We want you to look after yourself. Let every reader do that. We're asking you to adopt the 'Is it safe?' habit. It's the easiest and best way we know of."

The Great Western is trying to drive home its safety lessons by the use of simple illustrations. For example, accompanying a picture of a brakeman using a shunting pole as a brakestick, is this lesson:

"Here's another risky practice. The man is using his shunting pole as a brakestick. The shunting pole was never intended for this. It isn't strong enough. What happens if it breaks, as it is quite likely to? Down goes the man with half the pole in his hands, and the chances are he gets entangled in the wheels. The danger is obvious. A great many men have sustained life-long disablement through this."

### Western Roads Avert Wage Crisis

The Managers' Committee and the Enginemen's Committee, which have been trying to adjust wage and working conditions on the Western railroads, have agreed to submit their differences to the United States Board of Mediation and Conciliation. The members of the board are expected to arrive in Chicago today. The Managers' Committee invoked the services of the Mediation Board because it is stated the situation had become acute and the two sides could no longer find mutual ground for meeting.

The Enginemen's Committee at first refused to join in the request of the Managers' Committee for mediation, because they feared that it would be an implied acceptance of arbitration, which they do not favor.

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